

NOVEMBER 1, 1997

FY98

Annual Growth Policy

MONTGOMERY COUNTY, MD

AMENDED BY THE COUNTY COUNCIL

*Including Guidelines for the Administration of the
Adequate Public Facilities Ordinance
and
Growth Capacity Ceilings for Fiscal Year 1998*

ADOPTED BY THE MONTGOMERY COUNTY COUNCIL



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
Item No. 1
1/15/98

January 6, 1998

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief Transportation Planning *R.C. Hawthorne*

FROM: Ronald C. Welke, Transportation Coordinator for the Planning Department, 301-495-4533 *R.C. Welke*

SUBJECT: Draft Local Area Transportation Review Guidelines Revision

Recommendation

Staff has prepared the attached revision to the Planning Board's *Local Area Transportation Review Guidelines*. This revision:

- Adds a new *Subsection B: Expedited Development Approval* to **Section III: Method and Preparation of Local Area Transportation Review Traffic Study** to define the unique criteria and analytical techniques of a traffic study that are associated with this legislation
- Allows staff to expand the scope of a traffic study as necessary to analyze the shoulders of the peak period, i.e., the one- or two-hour period before or after the typical 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. peak period
- Allows staff to request the analyses of selected roadway links that may be approaching or exceeding an acceptable level of service standard
- Incorporates trip generation information for the Bethesda, Friendship Heights, and Silver Spring Central Business Districts previously presented to the Planning Board but not formally adopted into the Guidelines
- Makes numerous editorial changes.

Staff requests that the Planning Board approve the attached *Draft Revised Local Area Transportation Review Guidelines* to be sent out for public review and comment. At the conclusion of the comment period, staff will bring any revisions, additional necessary information, and a summary of the comments to the Planning Board for a worksession and adoption of the revisions.

Guideline Amendment Process

The *Local Area Transportation Review Guidelines* are administrative guidelines adopted only by the Planning Board. In making changes to these guidelines in the past, a several-step process was used. Staff recommends these steps be taken, reflecting past experience.

1. Staff prepares a draft revised guidelines document and presents it to the Planning Board for approval to submit for public review and comment. If the Planning Board has any questions or concerns about the draft, we would also appreciate learning of these to allow us to prepare a detailed response.
2. After Planning Board approval of the draft for public review and comment, staff will send copies of the staff memo to the Board and the draft revision of the *Guidelines* to a number of potentially interested parties, including citizens active in the transportation and growth management area, transportation consulting firms, land use attorneys, land development firms, and other staffs. Written comments to staff will be requested by February 12, 1998.
3. Staff will bring a revision back to the Planning Board in late February or early March 1998, incorporating needed changes and providing additional information to the Planning Board, addressing issues raised by the Planning Board and others. At that time, the Planning Board typically accepts oral testimony. After the testimony and discussion, the Board can adopt the revised guidelines without further sessions. However, if additional issues have arisen or the Planning Board wishes additional information, subsequent worksessions could be held.

Summary of Changes

The draft guidelines add a new *Subsection B: Expedited Development Approval* to Section III: **Method and Preparation of Local Area Transportation Review Traffic Study** (p. 7) to define the unique criteria and analytical techniques of a traffic study that are associated with this legislation enacted by the County Council on October 28, 1997 and effective February 9, 1998. The addition defines another step in a typical traffic study to account for development approved under the new legislation and also clarifies the need to update a traffic study under certain circumstances if an approved preliminary plan is resubmitted for reconsideration by the Board.

The draft Guidelines also allow staff to expand the scope of a traffic study as deemed appropriate to analyze the shoulders of the typical peak periods and/or to analyze selected roadway links (pp. 2 and 8).

The draft Guidelines (attached) have a number of deletions (crossed out) and recommended changes (shaded). These changes clarify wording to reflect current practices in administering the guidelines since they were last amended. They also include some specific Montgomery County trip-generation rates with which the Planning Board concurred in approving Sector Plans, but which have not been included in a formal *Local Area Transportation Review Guidelines* amendment.

RCH:kcw

memo to MCPB re LATR guidelines revisions.wpd

(Updated January 15, 1998)

PRELIMINARY DRAFT

Local Area Transportation Review

GUIDELINES

Guidelines of the Montgomery County Planning Board for the
Administration of the Adequate Public Facilities Ordinance

Published by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, MD 20910-3760

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I. Introduction

The intent of these procedures is to establish criteria for determining whether or not development can proceed even if there is no staging ceiling constraint. Pursuant to the adopted Annual Growth Policy, if it is demonstrated that the development will produce excessive local traffic congestion, the Planning Board must deny the proposed subdivision. In situations where this problem exists, the applicant, in consultation with the County Executive Department of Public Works and Transportation and the Maryland State Highway Administration should use these procedures to develop recommendations for specific improvements that would eliminate or mitigate these areas of local congestion so that the Planning Board could consider granting approval.

II. Criteria for Screening Cases for Local Area Transportation Review

All applicants will be required in all instances to submit a traffic statement with the subdivision application concerning the need for a Local Area Transportation Review (LATR). Staff will use the following criteria to determine whether and when the applicant needs to submit a traffic study.

In policy areas where there is insufficient staging ceiling capacity for the application, the applicant will not be required to submit a traffic study with the subdivision application until staging ceiling capacity becomes available for that project. For purposes of establishing a queue date as required in the Annual Growth Policy in areas with insufficient ceiling capacity, the traffic statement shall serve as the traffic study until capacity becomes available. The applicant must update the transportation statement accordingly if development plans change (i.e., specific proposed use or intensity of the use). When staging ceiling becomes available, a traffic study must be submitted within six months.

In policy areas where there is sufficient staging ceiling capacity for the application and, in cases where an LATR is required (see below), a traffic study must be filed as a part of the subdivision submittal. Staff will review the transportation statement and/or LATR traffic study and notify the applicant at the Subdivision Review Committee meeting if the statement or LATR traffic study is complete. If staff determines by reviewing the transportation statement that a LATR traffic study is necessary, but one was not submitted with the original application, the developer's application will not be considered complete until an acceptable LATR traffic study is submitted. Any modifications in the analysis identified by staff review are the responsibility of the applicant, after appropriate oral or written notice of the problem identified or changes required.

An LATR is required if the combination of the conditions identified in the following paragraphs is A and B, A and C, or all three:

A. Significantly-Sized Project

The proposed development is of sufficient size to have a measurable impact on a specific local area to be considered in a local review. This is taken to mean a standard of 50 or more peak-hour trips during the morning (7:00 to 9:00 a.m.) or evening (4:00 to 6:00 p.m.) peak period of adjacent roadway traffic. In certain circumstances, staff may require the applicant to analyze traffic conditions during the 'shoulders' of the morning or evening peak periods, i.e., the one- or two-hour period directly before and/or after the peak period, to reflect unique trip generation characteristics of the site as a generator of traffic, e.g., retail.

The number of trips shall be calculated using the following sources:

- For general office, retail, residential, or fast food, private school, child day-care center, or automobile filling station, use the tables provided in these guidelines.
- For all land uses in the Silver Spring, Bethesda, or Friendship Heights CBD Policy Areas, use the trip generation rates from the appropriate CBD Sector Plan Amendment in Appendix 3.
- For other land uses, use the latest edition of *Trip Generation Report* from the Institute of Transportation Engineers (ITE).

It is recognized that, in the actual LATR traffic study, it could be determined that, in special circumstances, a different trip generation rate may be more appropriate. Any use of special rates must be approved by the Planning Board at the time of the subdivision. With regard to smaller-sized subdivisions, it is presumed that they can only be considered in the area-wide aggregate review which constitutes the staging ceiling.

In determining whether or not a total of 50 or more trips is involved for the purpose of applying the requirements of Local Area Review, all peak-hour trips are to be counted even if some of the trips are considered as pass-by trips estimated to be diverted to the site from existing traffic.

In determining whether or not a total of 50 or more trips is involved for the purpose of applying the requirements of an LATR, all land at one location within the County, including existing development or land available for building development under common ownership or control by an applicant, including that land owned or controlled by separate corporations in which any stockholder (or family of the stockholder) owns ten percent or more of the stock, shall be included. An applicant shall not avoid the intent of this requirement by submitting piecemeal applications or approval requests for subdivision plats, site or development plans, or building permits.

Any applicant may submit a preliminary subdivision plat for approval for less than fifty peak-hour trips at any one time provided the applicant must agree in writing that upon the next such application or request, the applicant will comply with the requirements of an LATR when the total number of requests at one location has reached fifty or more trips.

The phrase 'at one location' means all adjacent land of the applicant, the property lines of which are contiguous or nearly contiguous at any point, or the property lines of which are separated only by a public or private street, road, highway, or utility right-of-way or other public or private right-of-way at any point, or separated only by other land of the applicant, which separating land is not subject to the requirements of an LATR at the time of application for preliminary subdivision plan approval.

B. Nearby Congestion

The proposed development is located near roadways, intersections, or sets of intersections which are already heavily congested. This is taken to mean that a critical intersection or highway segment is operating ~~at level of service D or worse above; i.e., worse than the Critical Lane Volume (CLV) or link capacity standard for a Policy Area in the vicinity of the proposed development. (See Tables 1 and 2.)~~ Staff maintains an inventory of intersection traffic data based upon traffic counts collected primarily by the Montgomery County Department of Public Works and Transportation (DPWT).

Table 1. Local Area Transportation Review Congestion Standards by Policy Area

Critical Lane Volume Standard	Policy Area		
1450	Rural Areas		
1500	Clarksburg Damascus Germantown	Germantown Town Center Germantown West East Montgomery Village/Airpark	
1525	Cloverly Derwood North Potomac	Olney Potomac R&D Village	
1550	Aspen Hill	Fairland/White Oak	
1600	North Bethesda		
1650	Bethesda/Chevy Chase Kensington/Wheaton Silver Spring/Takoma Park		
1800	Bethesda CBD Friendship Heights CBD Grosvenor Shady Grove	Silver Spring CBD Twinbrook Wheaton CBD White Flint	

C. Development Level Approaching the Staging Ceiling

The proposed development is added to: 1) completions since the staging ceiling base year and 2) all subdivisions approved ~~since the base year~~. If the resulting total development is within five percent of the approved staging ceiling for the area, then this condition for a local area review is met. As an example, if the staging ceiling for an area is 2,000 households, and if the sum of the housing completions, all approved subdivisions, and the proposed subdivision is greater than 1,900, then this condition is met.

D. Parcels Subject to Article IV, Chapter 8, Montgomery County Code

An LATR that complies with these Guidelines is also required for non-residential pre-1982 recorded lots or parcels, i.e., ~~loophole properties~~, before a developer could receive building permits, if the proposed improvement would generate 50 or more new peak hour trips. In determining the number of peak-hour trips for a non-residential development on pre-1982 recorded or approved lots or parcels, peak-hour trips generated beyond what would be expected to be generated by existing development would be considered. Therefore, if staff determines that less than 50 additional peak-hour trips would be generated, developers would be able to receive building permits until July 25, 2001, provided they have registered in accordance with Section 8-12.

~~All lots or parcels recorded pre-1982, registered or not, are exempt from the requirement to submit an LATR traffic study or statement if the application involves a renovation or reconstruction of an existing building of less than 5,000 square feet of gross floor area.~~

There are several policy areas where there are exceptions or additions to the normal Local Area Transportation Review process:

1. For analysis of property located within the Friendship Heights CBD Policy Area, as defined by the ~~1974~~ ~~1997~~ Sector Plan, the procedures outlined in the current Adopted Annual Growth Policy will be followed.
2. In the Potomac Policy Area, only the areas contributing traffic to the following intersections will be subject to Local Area Transportation Review: a) Montrose Road at Seven Locks Road, b) Democracy Boulevard at Seven Locks Road, c) Tuckerman Lane at Seven Locks Road, d) Democracy Boulevard at Westlake Drive, e) Westlake Drive at Westlake Terrace, f) Westlake Drive at Tuckerman Lane, and g) Bradley Boulevard at Seven Locks Road.
3. Development located within the Shady Grove West Policy Area, as defined in the Gaithersburg Vicinity Master Plan, will, in addition to Local Area Transportation

- Review, be subject to restrictions or recording in accordance with the staging plan contained in the Master Plan.
4. Silver Spring CBD Policy Area development will be reviewed in accordance with Section 5 of these guidelines. These procedures are in keeping with the general guidelines included in the Adopted Annual Growth Policy.
 5. As of July 1996 January 1998, the following policy areas have been designated Metro Station Policy Areas in the Annual Growth Policy: Bethesda CBD, Friendship Heights CBD, Grosvenor, Shady Grove, Silver Spring CBD, Twinbrook, Wheaton CBD, and White Flint. This designation means that the LATR standard is raised to 1800 CLV and that development within the area is eligible for the AGP's Alternative Review Procedure for Metro Station Policy Areas if a transportation management organization (TMO) exists. This procedure allows development to meet its LATR requirements by paying a fee (called the development approval payment or DAP), joining and supporting a TMO, and making its best effort to meet the mode share goals set by the Planning Board. Both residential and non-residential projects are eligible for the procedure.¹
 6. Special trip-generation rates have been developed for the Bethesda and Friendship Heights CBDs. (See Appendix 3.)

III. Method and Preparation of Local Area Transportation Review Traffic Study

A. General Criteria and Analytical Techniques

The following general criteria and analytical techniques are to be used by applicants in submitting information and data to demonstrate the expected impact on public intersections and roadways by the users, i.e., residents, patrons, or employees of the proposed subdivision development. In addition to the consideration of existing traffic associated with present development, applicants shall include in the analysis potential traffic which will be generated by their subdivision development and other nearby approved but unbuilt subdivisions development; i.e., background, to be included in the analysis. The LATR analysis traffic study for the proposed subdivision plan development under consideration must include in background traffic all subdivision plans developments approved by the Planning Board more than two weeks prior to the submission of a preliminary plan application or traffic study, whichever is later. The traffic study should be submitted to the Development Review Division along with the preliminary plan application. Information and data on other nearby recorded lots and approved but unbuilt subdivisions, critical intersections for study, and other required

¹ The most recent Annual Growth Policy should be reviewed for additions to the areas listed above.

information will be supplied to the applicant within 15 working days of receipt of the request by Transportation staff.

If an LATR traffic study is submitted at the same time as the subdivision application is applied for, the applicant will be notified concerning the acceptance of the LATR traffic study at the subdivision review committee meeting when the preliminary plan is discussed. If not submitted before the subdivision review committee meeting, staff has 15 days after submittal to notify the applicant as to whether the LATR traffic study is complete.

For an intersection improvement to be considered for more than one preliminary plan, the improvement must provide enough capacity to allow all the preliminary plans to pass LATR. If a preliminary plan is approved after a LATR traffic study has been submitted for another project and both require intersection improvements for the same intersections, then the LATR traffic study for the pending preliminary plan must be updated to account for the traffic and improvements from the approved preliminary plan.

If an intersection improvement is identified in the traffic studies prepared for more than one preliminary plan applying for subdivision, the improvement must provide enough capacity either to:

1. Reduce the critical lane volume below the intersection congestion standard for the applicable policy area for the total traffic condition, or
2. Mitigate the traffic impact if the calculated critical lane volume in the total traffic condition is still over the intersection congestion standard for the applicable policy area. Mitigation is achieved when the critical lane volume value in the total traffic condition for both subdivision applications is equal to or less than the value in the background traffic condition prior to inclusion of both subdivision applications.

As indicated in the AGP, in policy areas where ceiling capacity is available, the developer has six months to obtain preliminary plan approval unless the developer gets an extension. If an extension is granted by the Planning Board, staff will determine if the LATR traffic study needs to be updated.

At a meeting or in correspondence with Transportation Planning staff, the following aspects of the traffic study will also be agreed upon:

- 1) which intersections are to be included in the traffic impact analysis
- 2) nearby approved but unbuilt subdivision plans
- 3) adequacy of available turning movement counts and need for additional data
- 4) trip generation equation or rates

- 5) directional distribution of traffic expected from site and approved but unbuilt subdivisions
- 6) mode split assumptions
- 7) projects approved in the Approved Road Program to be considered in the analysis, along with techniques for estimating traffic diversion to major new programmed facilities
- 8) link adequacy and trends in traffic growth
- 9) feasible range of traffic engineering improvements associated with implementing the development
- 10) number, size, and use of buildings or type of houses on the site.

B. Expedited Development Approval (EDA)

On October 28, 1997, the County Council amended the Annual Growth Policy as follows:

"Beginning November 1, 1997 until October 31, 2001, an applicant for a preliminary plan of subdivision need not take any action under 1. Policy Area Transportation Review or 2. Local Area Transportation Review if the applicant pays to the County an expedited development approval excise tax, in an amount and at times set by County law. However, the applicant must include in the application for preliminary subdivision plan approval all information that would be necessary if the requirements for Local Area Transportation Review applied."

This legislation was signed by the County Executive and is effective February 9, 1998.

To satisfy the intent of the EDA legislation, the background traffic should be added to the existing and site-generated traffic and analyzed using the following two procedures:

1. Determine a) the traffic from all nearby background developments that were previously approved, but not completely built out, excluding those approved under the EDA legislation and b) any unbuilt transportation improvements that were conditioned by the Planning Board to be constructed or partially/fully funded at impacted intersections by those background developments.
2. Determine as in 1 above plus a) the traffic from all nearby background developments approved under the EDA legislation and b) any transportation improvements identified in the traffic studies prepared for these developments.

Should a developer decide to undertake an improvement at an intersection rather than make the EDA payment, the developer may undertake any improvement that has been identified for the intersection that mitigates the developer's traffic impact.

IV. Findings for Inadequate Facilities

The Planning Board staff report will present findings for each of the categories identified below and give a recommendation relating to the adequacy of the transportation facilities. The Planning Board will use these findings, as well as comments and recommendation from the County Executive Department of Public Works and Transportation and the Maryland State Highway Administration to make its overall findings as to adequacy of public facilities for the proposed development.

A. Transportation Solutions

If the developer's LATR traffic study identifies a local area problem, staff will notify the developer and County Executive County Department of Public Works and Transportation and/or the Maryland State Highway Administration of the problem so that they can work together to develop a solution to resolve the problem. Once the developer and County Executive other public agencies have identified the degree to which there are remedial transportation solutions to obtain adequate local transportation capacity, these solutions will be brought to the attention of Planning Board staff for incorporation into the staff report. These solutions could include additional traffic engineering or operating changes beyond those currently programmed, or non-programmed transit or ridesharing activities which would make the overall transportation system adequate.

B. Degree of Local Congestion

Staff will identify the degree of intersection congestion forecasted for the peak hour of both morning and evening peak hours periods through the use of the CLV method. Intersections typically are the constraint in urbanized areas. In certain circumstances, Transportation Planning staff may request that the traffic study identify the degree of link congestion on selected roadway sections forecasted for the morning and/or evening peak periods using Table 2.

Table 2. Maximum Two-Way Peak-Hour Link Volumes vs. Level of Service

Number of Lanes	A	B	C	D	E	F
2	0 - 1,000	1,000-1,200	1,200-1,400	1,400-1,600	1,600-1,800	> 1,800
4	0 - 2,000	2,000-2,400	2,400-2,800	2,800-3,200	3,200-3,600	> 3,600
6	0 - 3,000	3,000-3,600	3,600-4,200	4,200-4,800	4,800-5,400	> 5,400

In general, a peak-hour two-way link volume should not exceed the Level of Service E volume in the table when considering the existing, background, and site-generated traffic from a proposed development.

Staff will present findings of the degree to which the forecasted traffic exceeds the capacity of the nearby intersections and road system intersections and/or roadway links. In establishing LATR congestion standards, an approximately equivalent transportation level of service in all policy areas of the County is permitted. In areas where greater transit accessibility and usage exist, greater traffic congestion is permitted. This relationship was first adopted in the FY 95 AGP. Table 2 shows the level of service standard and the CLV standard for each policy area based on this concept.

If an applicant agrees to construct an intersection or roadway project, or provide a traffic mitigation program which would result in better operating conditions (as measured by critical lane volume) than those which would occur without the applicant's project, then local congestion will be considered less severe even though the calculated level of service does not meet the congestion standard.

C. Unavoidable Congestion

Staff will identify the degree to which there are alternate routes or paths to serve the traffic associated with the proposed development. (See Section VII.F. Trip Assignment.) If there are no appropriate alternate routes for the traffic to use to avoid the congestion, then it must be assumed that traffic from the proposed development will increase the local area congestion. It is not appropriate to anticipate that the traffic associated with the development would use local streets unless those roads have been functionally classified as being suitable for handling that generated traffic.

D. Transit Unavailability

Staff will identify the degree to which transit or ridesharing activities are not available to serve the proposed development. If it is physically or fiscally ineffective for the public agencies to provide transit or ridesharing services, then the local congestion, likely to be caused by the proposed development, cannot be significantly absorbed through the alternative mode of travel. If there is sufficient potential for serving the proposed development with transit or ridesharing services, then it is possible that a transit alternative or traffic mitigation program could be developed for modifying the demand contributing to the severe congestion.

E. Project-Related Traffic

Staff will identify the degree to which the congestion problem is directly attributable to the proposed development. Traffic from three sources will be measured: 1) existing traffic, 2) traffic which would be generated by the sum total of all nearby approved but unbuilt subdivisions (or background development), and 3) traffic which would be generated by the proposed development itself. The more that traffic from the proposed development contributes to the congestion problem, the greater the severity of the local impact.

V. Procedures for Application in the Silver Spring CBD Policy Area

- A. Except where noted, the technical definitions and procedures applied in the Silver Spring CBD Policy Area will be consistent with those defined elsewhere in these guidelines. In reviewing the adequacy of traffic flows, the following criteria will be applied. The conditions will be applied with total traffic volumes, and in both morning and evening peak hours.

If these conditions cannot be obtained, and no mitigating measure are programmed which would result in a tolerable level of service, the transportation system in the Silver Spring CBD Policy Area may not be deemed adequate to support the development.

1. Any intersection with a CLV of 1,800 or less will normally be considered tolerable with no further analysis required. Staff may require the queuing analysis noted in D below if they believe abnormally long queuing might be present due to unusual conditions even below a CLV of 1,800. Staff shall define any special intersection for analysis in writing to the applicant. This shall be done as early in the review process as possible, and no later than one week after submittal of a complete traffic impact study. This CLV will be calculated in accordance with the procedures defined in these guidelines.
2. If the CLV is over 1,800, a queuing analysis shall be performed. Total traffic and planned roadway and circulation changes are shall be taken into account. The average queue in the peak hour shall not extend more than 80 percent of the distance to an adjacent signalized intersection, provided the adjacent signalized intersections are greater than 300 feet apart. If adjacent signalized intersections are closer together than 300 feet, the average queue in the peak hour shall not extend more than 90 percent of the distance to the adjacent signalized intersection. The 80 percent provides a margin of safety for peaking. The signal timing assumed for this analysis must be consistent with the crossing time required for pedestrians in paragraph 5F.2 of these guidelines.

- B. In reviewing Silver Spring CBD Policy Area applications, the following criteria will be used:

1. Total traffic is defined as the existing conditions, plus approved subdivisions, plus the traffic from the proposed development. At the time of the Planning Board hearing, the traffic analysis study must reflect all approved preliminary plans. It may be necessary for an applicant to update the traffic study so that the results presented to the Planning Board reflect all approved subdivisions as of the date of the Board meeting. Updated information may be presented through a supplemental memorandum to the Transportation staff.
2. Critical intersections are those within the CBD, defined by staff, generally adjacent to the site, or allowing site traffic to enter either Georgia Avenue or Colesville Road. In some cases, where site volumes are large, additional intersections along these two roads, but within the CBD, will be included for analysis.
3. Roadway and circulation changes included in the approved Silver Spring Transportation System Management Program may be assumed as available in the analyses. The applicant shall show estimates of trip changes from any Transportation System Management District actions included in the analysis.
4. Vehicles can be assigned to parking garages encountered on their trip into the CBD. Some accounting for garage capacity will be necessary, based on guidance from the Transportation staff, in consultation with DPWT staff.
5. Trip generation rates for new development will be those agreed upon by the Council in the approval of the Silver Spring Amendment to the FY 88 AGP. (See Appendix 3.) Rates for background development will be provided by the Staff to reflect the probable impacts of trip reduction measures in the CBD.

- C. The following information will be gathered by Transportation and DPWT staffs and provided to developers for use in their traffic analyses.

1. Base set of traffic counts and average queue lengths at selected locations. The applicant may be required to update these data if the application is submitted significantly more than one year after the data are initially gathered.
2. Trip generation rates
3. Directional distribution
4. Garage capacity information and locations of future public garages
5. Listing of background development.

- D. In addition to the traffic flow analysis, applicants must demonstrate that the following guidelines are not violated by their site development:
1. Access points for site parking and loading must be located so that their use will not interfere with traffic flows on the adjacent streets or with access points to neighboring buildings or transit terminal areas. Access directly onto the major arterials (Colesville Road and Georgia Avenue) in the CBD should be avoided, but if proposed it will be considered in the context of the application.
 2. Pedestrian safety shall be assessed based on the following characteristics:
 - a) Conflicts between pedestrians and vehicles of all types accessing the site shall be minimized. Actions shall be taken to ensure pedestrian safety on and adjacent to the site.
 - b) The applicant must provide evidence from the DPWT that the pedestrian phase of the traffic signal cycle for each approach at the adjacent and critical intersections will provide at all times at least enough time for slower pedestrians to completely cross the street traveling at a minimum speed of 3.0 feet per second. Where possible, enough time should be provided to completely cross while traveling at 2.5 feet per second. The intent of this requirement is to provide enough time for people who tend to walk slower to be able to cross at 3.0 feet per second if they leave the curb the moment the walk indication for that movement is displayed. People who are able to walk at 4.0 feet per second or faster will be able to start crossing any time the walk indication appears and complete the crossing during the flashing don't walk pedestrian clearance period.
- These aspects must be documented in the traffic ~~analysis~~ study submitted as part of the subdivision application. In the analysis, all pedestrian movements shall be assumed to be made at the street level.
- E. Each applicant should have a proposed participation plan for trip reduction measures, prepared in conjunction with the Transportation Management District and Transportation staff.
- F. Applicants may be required by the Planning Board to participate in some of the roadway improvements included in the Traffic Management Program. This participation, which will be proportional to the development impact on the system, will be defined by the staffs of Transportation Planning, DPWT and the Maryland State Highway Administration. If roadway or other changes are identified by the traffic study as required on or adjacent to the development site, these changes will be the responsibility of the developer as part of satisfying Local Area Transportation Review procedures.

VI. Methods to Reduce Local Area Transportation Review Impact

A. Methods to Reduce Local Area Transportation Review Impact For Residential Development

The applicant of a residential development may choose to reduce LATR impact by constructing off-site sidewalks or bike paths which would provide safe access from the proposed or existing development to any of the following uses:

1. Government facilities (e.g., school, library, park, or post office)
2. Recreation centers
3. Retail centers with employment of more than 20 employees at any time
4. Transit stations or stops (rail or bus)
5. Adjacent subdivision or amenity.

These uses must be within a one-quarter-mile radius of the edge of the proposed or existing development and, for transit stations or stops, the frequency of transit service must be every 20 minutes or less during the morning and evening peak periods.

A developer may also choose to reduce LATR impact by constructing a bus shelter; including a concrete pad, to reduce peak-hour trips. The bus shelter must be within one-quarter mile of the proposed or existing development and the frequency of the transit service must be every 20 minutes or less during the peak morning and evening peak periods.

For any off-site improvement shown below, pedestrians and bicyclists must be able to safely cross any roadway to reach their destination. If the crossing is not safe, the developer may provide improvements that staff agrees would make the crossing safe.

A developer may also choose to reduce LATR impact by constructing bike lockers for eight bikes at an activity center. This center must be within a one-mile radius of the edge of the development.

The maximum number of trips that may be reduced by any developer is 20 for construction of external sidewalk(s), bus shelter(s), or off-site bike path(s), and two for bike locker construction. (See Table 3.) The size of the development is important in determining the reduction in the number of trips that could be allowed by the construction of a sidewalk or bike path. The developer may get credit for one trip for each 130-foot section of sidewalk or bike path for 100 DUs within one-eighth mile of the off-site sidewalk or bike path being constructed. In other words, if there are 100 housing units within one-eighth mile of an off-site sidewalk or bike path being constructed, and the length of the off-site sidewalk or bike path is 1,300 feet, then the developer may get credit for 10 trips. For bus shelter construction, a residential

developer may get credit for one trip reduction for every 25 dwelling units within one-quarter mile of the new shelter, with a maximum of 10 trips per bus shelter.

Table 3. Trip Reduction For Residential Development

Construction of:	Reduction in Trips During the Peak Hour	Maximum Reduction	Maximum Reduction per Development
Off-site sidewalks	1 trip per 130 linear feet, with a minimum of 100 DUs within $\frac{1}{8}$ mile either side of the new sidewalk	10 trips per sidewalk link	20 trips
Bus shelters	1 per 25 DUs within $\frac{1}{4}$ mile of the shelter	10 trips per shelter	20 trips
Bike lockers (eight-locker facility)	1 trip per locker set	1 trip per locker set	2 trips
Off-site bike paths	1 trip per 130 linear feet, with a minimum of 100 DUs within $\frac{1}{8}$ mile either side of the new bike path	10 trips per bike path link	20 trips

B. Methods to Reduce Local Area Transportation Review Impact For Non-Residential Development

For non-residential *office* development, a developer may choose to reduce LATR impact by constructing off-site sidewalks and/or bike paths which would provide safe access from the office development to the following uses:

1. Transit stations or stops (rail or bus)
2. Retail centers which employ 20 or more employees at any time
3. Housing projects
4. Other office centers

For non-residential *retail* development, a developer may choose to reduce the LATR impact by constructing off-site sidewalks and/or bike paths which would provide safe access from the retail development to the following uses:

1. Transit stations or stops (rail or bus)
2. Office centers which employ 100 or more employees
3. Housing projects
4. Other retail development

These uses must be within a one-quarter mile radius of the edge of the proposed or existing development. For transit stations or stops, the frequency of the transit service must be every 20 minutes or less during the morning and evening peak periods. Table 4 identifies trip reduction options for non-residential development.

Table 4. Trip Reduction For Non-residential Development

Construction of:	Reduction in Trips During the Peak Hour	Maximum Reduction	Maximum Reduction per Development
Off-site sidewalks	1 trip per 130 linear feet, with a minimum of 100 employees within $\frac{1}{6}$ mile of the new sidewalk	10 trips per sidewalk link	20 trips
Bus shelters	1 per 25 employees within $\frac{1}{4}$ mile of the shelter	10 trips per shelter	20 trips
Bike Lockers (eight-locker facility)	1 trip per locker set	1 trip per locker set	2 trips
Off-site bike paths	1 trip per 130 linear feet, with a minimum of 100 employees within $\frac{1}{6}$ mile of the new bike path	10 trips per bike path link	20 trips

C. How These Trip Reduction Methods May Be Applied

The determination of the total number of trips generated by a proposed development will be made prior to any reduction. In other words, if a proposed development generated more than 50 total peak-hour trips, a traffic study would be required. If the developer proposes a trip reduction program, the reduction could be accounted for in the traffic study. At the request of Transportation staff, a developer proposing these improvements will gather data on current bus stop or pedestrian activity to aid in evaluating effectiveness.

The developer may only apply a trip reduction method after the total number of peak-hour trips is determined using standard trip rates. Trip reduction derived from this section may not be applied in policy areas where the Annual Growth Policy does not allow the application of the alternative review procedure for limited residential development. Trip reductions derived from this section may not be applied to staging ceilings.

This method shall remain in effect until July 1, 1999. Six months prior to the end of this period, staff will gather information on how this section was applied by developers and on any problems which may have arisen during the period. Selected locations will be used during the three-year period for before and after analysis. Staff will report their findings to the Planning Board with recommendations on whether to continue to apply these regulations, amend them, or discontinue their use.

VII. Methods for Assigning Values to Key Factors

A. Capital Improvements Program Definition

If the applicant finds it necessary or appropriate in the preparation of the traffic study to incorporate programmed transportation improvements, they must rely upon the Approved Road Program (ARP) to identify which roads are defined as programmed.

The ARP is a list published at least twice a year by the County Executive that shows all roadway improvements contained in the CIP or CTP and indicates which projects may be used in conducting an LATR. For a project to qualify to be used in an LATR, the project must meet two criteria: 1) 100 percent of the construction funds need to be already appropriated and 2) the start of construction needs to be shown in the ARP as being within a two-year (24 months) time period.

B. Trip Generation

Trip generation equations and rates are shown in Appendix 1 for seven general land uses: general office, retail, residential, fast food, child day-care centers, private schools/educational institutions, and automobile filling stations with or without ancillary uses for car washes, convenience stores, and garages. Equations for calculating trips from other land uses or zoning classifications can be obtained from the latest edition of ITE's *Trip Generation Report*. Assistance with the calculation of trips can be obtained from the Transportation staff and tables of trips by development sizes in Appendix 2. In the Silver Spring, Bethesda, and Friendship Heights CBDs, different rates are used as shown in the appropriate Sector Plan amendment in Appendix 3, reflecting special transit encouragement programs.

The rate for a retail site over 200,000 sf GLA will be set after discussion with Transportation staff and analysis by the applicant of similar-sized retail site or sites within Montgomery County.

In lieu of data collection, a retail rate set at two times the latest edition of ITE's *Trip Generation Report* rate may be used. Staff are authorized to make minor technical changes to Appendices 1 and 2, as needed, to reflect new information or to correct errors. Therefore, the user should check with the Transportation Division to ensure the latest version is being applied. Transportation staff will have copies of the latest version available for distribution upon request.

In some cases adjustment of the trips from the equations may be appropriate. Examples include the effect of pass-by trips for retail and fast food, child day-care centers, and automobile filling stations, and the total trips from mixed uses such as office and retail. These will be considered on a case-by-case basis, using the best available information concerning each site situation. There may also be instances where a site will have special considerations that make appropriate deviation from the rates shown in the referenced sources, and these can also be considered by the Transportation staff and used with the concurrence of the Planning Board.

For applications involving a larger office building or group of associated buildings which have certain characteristics, a second level of analysis, using a more conservative trip-generation equation, will be required. These developments have the following characteristics: single building or group of adjacent buildings totaling

300,000 square feet or more gross floor area of general office, occupied by a single employer, and not part of an activity center such as a major office park or cluster of buildings. These sites have potential for higher-than-average trip-generation rates and, thus, the applicant must analyze the critical intersections using both the average and 84th percentile trip rate. The Planning Board shall consider the particular situation and the results of the analysis in determining if any additional facility improvements are needed based on the two analyses. Traffic mitigation or other measures to control the site activity levels will be considered when reviewing whether the second-level trip rate is appropriate or not.

C. Peak Hour

The applicants shall use the peak one-hour period which occurs during both the morning (7:00-9:00 a.m.) or evening (4:00-6:00 p.m.) peak periods.

D. Trip Distribution

The directional distribution of the generated trips entering and leaving the proposed subdivision via all access points must be justified by the relative locations of other traffic generators (i.e., employment centers, commercial centers, regional or area shopping centers, transportation terminals, or the trip table information provided by Transportation staff). These same factors or other factors provided by the Transportation staff shall be applied to the development under study as well as the other nearby subdivision plans in their analyses.

E. Directional Split

This is the percentage of the generated trips entering or leaving the site during the peak hour. Refer to Table 5 to obtain directional split for general office, retail, residential, and fast food uses. See Appendix 3 for directional split assumptions for the Bethesda, Friendship Heights, and Silver Spring CBDs. For all other uses, refer to the latest edition of ITE's *Trip Generation Report*, noted as directional distribution. If data is not available, the Transportation staff, along with the developer, will determine what directional split to use.

Table 5: In/Out Directional Split

Land Use	AM		PM	
	Enter	Exit	Enter	Exit
General Office	87%	13%	18%	82%
Retail	53%	47%	53%	47%
Residential:				
Single-family	27%	73%	62%	38%
Townhouse/ Garden Apartments	24%	76%	59%	41%
High-Rise	25%	75%	62%	38%
Fast Food	55%	45%	55%	45%

Other Uses: See latest edition of ITE's *Trip Generation Report*

F. Trip Assignment

The distribution factors shall be applied to the generated trips and the resulting traffic volumes assigned to the road network providing access to the proposed subdivision plus existing and nearby background traffic to determine the impact on the adequacy of the transportation facilities. The assignment is to be extended to the nearest major intersection, or intersections, as determined by the Transportation staff and can include an evaluation of the impact of generated traffic on existing links.

Since intersections have a maximum safe peak-hour CLV, once an intersection under assignment conditions of existing plus background traffic or existing plus background traffic plus site-generated traffic exceeds this maximum, an alternate assignment route should be used if feasible, as defined by paragraph IVC. Unavoidable Congestion. Such a maximum depends upon a combination of factors and, for purposes of these guidelines, a value of 2,000 CLV is deemed appropriate. Appropriate balancing of assignments to reflect impacts of the site on both the primary and alternate routes is necessary. Any impacts on the primary and alternate intersections must then be identified and mitigated if appropriate under the level of service standards of these guidelines. Any such situation should be discussed with Transportation and DPWT staff, to be resolved on a case-by-case basis before presentation to the Planning Board.

G. Critical Lane Volume Analysis

At the identified major intersection, or each such intersection, the existing and generated traffic is to be related to the adequacy of the intersection by using the Critical Lane Volume method (see section J) which shall be updated to maintain consistency with the Highway Capacity Manual revisions. Link volume analysis shall also be related to Highway Capacity Manual standards. The analysis should be carried out for both the morning and the evening peak hour and should use traffic data for

non-holiday weekdays. If so desired, alternate capacity and level of service analysis techniques can be used to develop supplemental information.

H. Traffic Data

1. Traffic volume data is available from either the Maryland Department of Transportation or the DPWT.
2. Data should be adjusted to the current year or new counts should be made by the applicant if, in the opinion of staff, traffic volumes have increased due to some change in the traffic pattern, such as the completion of a development project after the count was made. Counts older than six months must be made current by adding estimated new residential and commercial construction completed since the date the count was made.
3. If turning movement data is older than one year when the traffic impact study is submitted or, if there are locations for which data are non-existent, data must be acquired by the applicants using their own resources. This is in accordance with the ordinance and part of the applicant's submission of sufficient information and data, consistent with the decisions reached by the Development Review Committee and Transportation staff.
4. Intersection traffic counts conducted by the applicant must be manual turning movement counts covering the peak periods, i.e., 7:00-9:00 am and 4:00-6:00 pm, so as to allow selection of the peak hour within the nearest 15 minutes (e.g., 4:00-5:00, 4:15-5:15, 4:30-5:30, 4:45-5:45 or 5:00-6:00). Inclusion of all peak period (7:00-9:00 am and 4:00-6:00 pm) turning movement data is required to be submitted as part of the applicant's traffic study.
5. For applicants that are resubmitting all or portions of their subdivision plans for the Planning Board's approval under the EDA legislation and require LATR, the traffic study must be updated if the traffic counts were collected over a year ago and must reflect the updated background developments.

I. Adequate Accommodation of Traffic

The ability of a highway system to carry traffic is expressed in terms of level of service at the critical locations (usually an intersection).

CLV congestion standards for intersections in each policy area and county-wide link capacities have been set and are associated with level of service (LOS) through volume to capacity ratio (V/C). This relationship is shown on Tables 1 and 2. CLV standards were derived based on achieving approximately equivalent transportation

LOS in all areas of the County. Greater traffic congestion is permitted in policy areas with greater transit accessibility and use.

J. Critical Lane Volume Method

A technical description of the critical lane volume method is given in the January 1971 issue of *Traffic Engineering*. The following step-by-step procedure should be sufficiently descriptive to enable the applicant to utilize the method at simple two-phase or unsignalized intersections.

The peak-hour approaching traffic volume and turning movements for the intersection being analyzed will be determined in the traffic generation and trip distribution phase of the analysis. At unsignalized intersections, a two-phase operation should be assumed.

The following is a step-by-step description of how to determine the congestion level of an intersection.

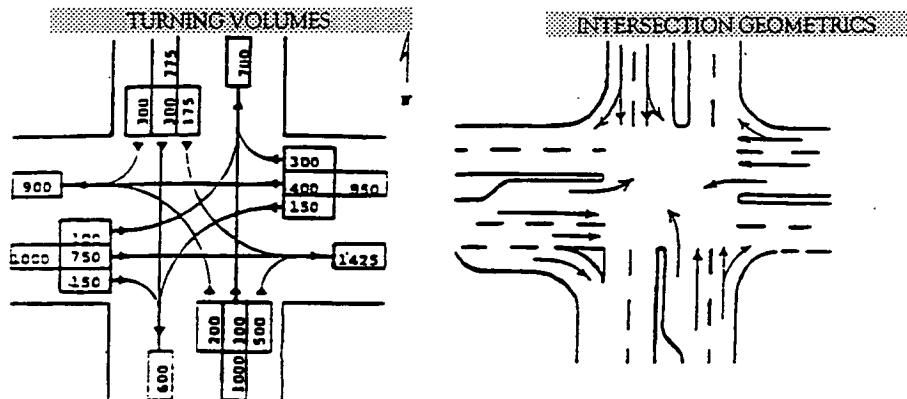
- Step 1. Note the number of approach lanes by turning movement from each direction.
- Step 2. Subtract from the total approach volume any right turn volume that operates continuously throughout the signal cycle, (i.e., a free-flow right-turn by-pass).
- Step 3. Determine the maximum volume per lane by multiplying the volume by the lane use factor from each approach using the following table. (Note: Do not count lanes established for exclusive use such as left turn storage lanes - the lane use factor for exclusive use lanes is 1.00).

Number of Approach Lanes	Lane Use Factor
1	1.00
2	0.55
3	0.40
4	0.30

- Step 4. Select the maximum volume per lane in one direction (e.g., northbound) and add it to the opposing (e.g., southbound) left turn volume.
- Step 5. Select the maximum volume per lane operating in the opposite direction (e.g., southbound) of the approach selected in Steps 2 to 4.
- Step 6. The maximum total of Step 4 or Step 5 will be the critical volume for phase one (e.g., north-south).

- Step 7. Repeat Steps 2 through 6 for lanes operating in phase two (e.g., east-west).
- Step 8. Sum the critical volumes for each phase.
- Step 9. Compare the resultant Critical Lane Volume for the intersection with the congestion standards in Table 1.

Critical Lane Volume Method Example



From	Lane Approach Volume	Critical Use Factor	Approach Volume	Critical Opposing Lefts	Lane Volume Per Approach
N	775 ²	0.55	426 +	200 =	626
S	800 ³	0.55	440 +	175 =	615
S or E	500	1.00	500 +	175 =	675*
E	700 ⁴	0.55	385 +	100 =	485
W	750 ⁵	0.55	412	150 =	562*

*Critical Lane Volume = $675 + 562 = 1,237$

K. Items Which Must Be Submitted as a Part of the Traffic Study to Satisfy Local Area Transportation Review

In an effort to standardize what information is submitted in an LATR a traffic study, the following must be submitted before the preliminary plan application is considered complete when this review is required.

1. A site or area map showing existing roads in the area.

² Approach volume sum of throughs, rights, and lefts in two lanes

³ For a heavy right turn, evaluate worst of rights in one lane or through and rights in two lanes.

⁴ Approach volume sum of throughs and rights in two lanes

⁵ Approach volume is through only because of free right and separate left.

2. The location on the site map of programmed highway improvements, if any, in the County's Capital Improvements Program (CIP) or the State's Consolidated Transportation Program (CTP), which would affect traffic at the critical intersection(s) to be studied provided that they are in the County's most recently published ARP.
3. Existing morning and evening peak period traffic count summaries for all nearby critical intersections.
4. Nearby approved but unbuilt subdivisions and associated improvements that would affect traffic at the critical intersection(s), with their location shown on the area map.
5. A table giving morning and evening peak-hour traffic generated by all nearby approved but unbuilt subdivisions showing the generation rates for each type of subdivision.
6. Morning and evening peak hour traffic generated by the proposed subdivision proportioned to the traffic entering and leaving the site.
7. Trip distribution pattern, in percent, for the nearby approved but unbuilt subdivisions during the morning and evening peak hours, with the pattern being shown on an area map.
8. Trip distribution pattern, in percent, for the proposed subdivision during the morning and evening peak hours, with the pattern being shown on an area map.
9. Maps which show separately and in combination.
 - a) Existing morning and evening peak-hour traffic volumes assigned to the affected highway system.
 - b) Projected morning and evening peak-hour traffic volumes assigned to the affected highway system for all nearby approved subdivisions.
 - c) Projected morning and evening peak-hour traffic volumes assigned to the affected highway system for the proposed subdivision.
10. Any study performed to help determine how to assign recorded or proposed development traffic, such as a license plate study or special turning movement counts, should also be supplied.
11. Copies of all critical lane volume analyses, showing calculations for each approach, should be included.
12. A listing of all transportation improvements, if any, that the developer agrees to provide.

APPENDIX 1

Peak-Hour Trip-Generation Formulas and Rates for Use in Local Area Transportation Review

Table 6. General Office Use

Applicable Size	Formula/rate	Comments
Under 25,000 SF GFA	AM: $T = 1.38(A)$ PM: $T = 2.24(A)$	
25,000 SF GFA and over	AM: $T = 1.70(A) - 8$ PM: $T = 1.44(A) + 20$	T = peak-hour vehicle trips A = gross floor area of building in 1,000 SF
Over 300,000 SF GFA with special characteristics defined in the text	AM: $T = 1.70(A) + 115$ PM: $T = 1.44(A) + 127$	
Within 1,000-foot radius of Metrorail station and outside the Beltway	AM: Deduct $P=50\%$ total trips from "T" PM: Deduct $P = 4(1000-D)/100$ from "T"	P = percentage reduction in vehicle trips ($P/100$) D = straightline distance to station in feet

Table 7. Retail Use

Applicable Size	Formula/rate	Comments
All sizes except convenience retail	AM: Use 25% of the PM peak-hour trips	Deduct percent adjustment for no major chain food s tore:
Under 50,000 SF GLA	PM: $T = 12.36(A)$	$P = .05 + 0.002(200 - A)$
From 50,000 SF up to 200,000 SF GLA	PM: $T = 7.43(A) + 247$	T = peak-hour vehicle trips
Over 200,000 SF GLA	Special analysis required by applicant or use two times applicable ITE rate	A = gross leasable area of building in 1,000 SF
Convenience retail not part of a shopping center or groups of stores	AM and PM: Use applicable ITE rate	

Table 8. Fast Food Use

Applicable Size	Formula/rate	Comments
Up to 3,600 SF GLA	AM: $T = 128$ PM: $T = 170$	
Over 3,600 SF GLA	AM: $T = 35.55(A)$ PM: $T = 47.29(A)$	T = peak-hour vehicle trips A = gross leasable area in 1,000 SF

Table 9. Residential Use

Applicable Size	Formula/Rate	Comments
Single-family detached	<u>Under 75 units</u> : AM: $T = 0.95(U)$ PM: $T = 1.11(U)$ <u>75 units and over</u> : AM: $T = 0.62(U) + 25$ PM: $T = 0.82(U) + 21$	
Townhouses	<u>Under 100 units</u> : AM Peak: $T = 0.48(U)$ PM Peak: $T = 0.63(U)$ <u>100 units and over</u> : AM Peak: $T = 0.53(U) - 5$ PM Peak: $T = 0.48(U) + 35$	T = peak-hour vehicle trips U = housing
Garden apartments	<u>Under 75 units</u> : AM: $T = 0.44(U)$ PM: $T = 0.48(U)$ <u>75 Units and over</u> : AM: $T = 0.40(U) + 3$ PM: $T = 0.47(U) + 1$	
High-rise	<u>Under 100 units</u> : AM Peak: $T = 0.40(U)$ PM Peak: $T = 0.46(U)$ <u>100 units and over</u> : AM Peak: $T = 0.29(U) + 11$ PM Peak: $T = 0.34(U) + 12$	

Table 10. Child Day-Care Center Use

Applicable Size		Formula/rate			Comments		
For 30 to 250 students		AM: $T = (\ln(N) \times 59) - 191.46$ PM: $T = N \times 0.3077$			T = vehicle trips N = number of students		
Directional Distribution			Trip Purpose				
Peak Period	Entering	Exiting	New	Pass-by	Diverted		
AM	53%	47%	32%	27%	41%	For both the AM and PM peak period, no formulas or rates were developed for child day-care centers with fewer than 30 students. These small centers would generate five or fewer new peak-hour trips. Thus, they would have a De minimis impact.	
PM	49%	51%	27%	12%	61%	Typically, no traffic impact analysis is required for LATR.	

Table 11. Private School/Educational Institution (Morning Peak Period)

Applicable Size		Formula/Rate			Comments		
For schools with kindergarten to eighth grade		AM: $T = N \times 0.92$			T = vehicle trips N = number of students up to 400		
For schools with kindergarten to twelfth grade		AM: $T = N \times 0.78$			For the AM peak period, a special study is required to determine the trip rate for private schools with over 400 students.		
For private schools with classes for predominately tenth to twelfth graders		Use the rates in the Institute of Transportation Engineer's Trip Generation Report for high schools (Land Use Code No. 530).			Trip-generation formulas or rates for private schools were developed based on the number of students during only the AM peak period. Since classes for private schools end before the PM peak period, there was no need to develop a trip-generation rate during the PM peak period.		
Directional Distribution			Trip Purpose				
Grade	Entering	Exiting	New	Pass-by	Diverted		
K-8	54%	46%	53%	15%	32%		
K-12	59%	41%	65%	6%	29%		

Table 12. Automobile Filling Station Use

Applicable Size		Formula/Rate			Comments			
For stations with or without car washes, convenience stores, and garages			$T = N \times (\text{trip rate})$		T = vehicle trips N = number of pumping stations (or positions)			
Trip rates per pumping station:								
Station with fuel sales and		AM Peak Period		PM Peak Period				
1) no other facilities		11.31		14.96		A pumping station is defined as the area at which any one vehicle can stop and pump fuel at any one time. A pumping station could also be referred to as a fueling position in front of a single nozzle dispenser or a multi-produce dispenser.		
2) garage		11.00		16.67				
3) convenience store		12.28		21.75				
4) car wash & convenience store		17.33		21.75				
Upcounty Downcounty								
Percentage by trip purpose and directional distribution								
Peak Period		Trip Purpose						
AM		New	Pass-by	Diverted				
15%		50%	25%					
PM		15%	50%	35%				
Assume 50-50% directional distribution for all locations.								
Down-county locations are considered the urbanized areas -- Bethesda/Chevy Chase, Bethesda CBD, Silver Spring/Takoma Park, Silver Spring CBD, Kensington/Wheaton CBD, Friendship Heights CBD, and North Bethesda Policy Areas. All other locations are up-country.								

APPENDIX 2

*Peak-Hour Vehicle Trips
Generated by Land Use
for Use in
Local Area Transportation Review*

Table 13. Number of Peak-hour Vehicle Trips Generated by a General Office Building

<u>GENERAL</u>			<u>SPECIAL CASES</u>		
Bldg. Size (GFA)	Peak Hour Trips		If building is within 1000 feet of a Metrorail station and outside the Beltway, reduce numbers from chart at left:		
	AM	PM	Straight Line Distance to Station (in feet)	Percent Reduction in Trips	AM
5,000	7	11			
10,000	14	22			
15,000	21	34			
20,000	28	45			
24,999	34	56			
25,000	35	56	AM peak-hour trips =	0	50% 40%
30,000	43	63	1.38 (GFA/1000)	50	50% 38%
35,000	52	70		100	50% 36%
40,000	60	78	PM peak-hour trips =	150	50% 34%
45,000	69	85	2.24 (GFA/1000)	200	50% 32%
50,000	77	92		250	50% 30%
60,000	94	106		300	50% 28%
70,000	111	121	<u>25,000 s.f. and over:</u>	350	50% 26%
80,000	128	135		400	50% 24%
90,000	145	150	AM peak-hour trips =	450	50% 22%
100,000	162	164	1.70 (GFA/1000) - 8	500	50% 20%
120,000	196	193		550	50% 18%
130,000	213	207	PM peak-hour trips =	600	50% 16%
140,000	230	222	1.44 (GFA/1000) + 20	650	50% 14%
150,000	247	236		700	50% 12%
160,000	264	250		750	50% 10%
170,000	281	265		800	50% 8%
180,000	298	279		850	50% 6%
190,000	315	294		900	50% 4%
200,000	332	308		950	50% 2%
210,000	349	322		1000	50% 0%
220,000	366	337			
230,000	383	351			
240,000	400	366			
250,000	417	380			
260,000	434	394			
270,000	451	409			
280,000	468	423			
290,000	485	438			
300,000	502	452			
300,001	502	452			
320,000	536	481			
340,000	570	510			
360,000	604	538			
380,000	638	567			
400,000	672	596			
420,000	706	625			
440,000	740	654			
460,000	774	682			
480,000	808	711			
500,000	842	740			

If building is over 300,000 s.f. with a single employer and NOT part of an activity center:

Bldg. Size (GFA)	Peak-Hour Trips	Equations Used:
	AM	PM
300,001	625	559
320,000	659	588
340,000	693	617
360,000	727	645
380,000	761	674
400,000	795	703
420,000	829	732
440,000	863	761
460,000	897	789
480,000	931	818
500,000	965	847

Please note: Trip generation rates are calculated using the size of individual buildings, not the combined size of a group

Table 14. Number of Peak-hour Vehicle Trips Generated by a General Retail Store

With Major Food Chain Store

Please note:
Under 50,000 s.f.

No equations since major food chain store is typically at least 50,000 s.f.

Bldg. Size Peak Hour Trips
(GFA) AM PM

50,000	155	619
55,000	164	656
60,000	173	693
65,000	182	730
70,000	192	767
75,000	201	804
80,000	210	841
85,000	220	879
90,000	229	916
95,000	238	953
100,000	248	990
105,000	257	1027
110,000	266	1064
115,000	275	1101
120,000	285	1139
125,000	294	1176
130,000	303	1213
135,000	313	1250
140,000	322	1287
145,000	331	1324
150,000	340	1362
155,000	350	1399
160,000	359	1436
165,000	368	1473
170,000	378	1510
175,000	387	1547
180,000	396	1584
185,000	405	1622
190,000	415	1659
195,000	424	1696
200,000	433	1733

Without Major Food Chain StoreBldg. Size Peak Hour Trips
(GFA) AM PM

5,000	9	35
10,000	18	70
15,000	27	108
20,000	36	146
25,000	46	185
30,000	57	226
35,000	67	268
40,000	78	311
45,000	89	356
50,000	101	402
55,000	108	433
60,000	116	464
65,000	124	496
70,000	132	529
75,000	141	563
80,000	149	597
85,000	158	633
90,000	167	668
95,000	176	705
100,000	186	743
105,000	195	781
110,000	205	820
115,000	215	859
120,000	225	899
125,000	235	941
130,000	246	982
135,000	256	1025
140,000	267	1068
145,000	278	1112
150,000	289	1157
155,000	301	1203
160,000	312	1249
165,000	324	1296
170,000	336	1344
175,000	348	1393
180,000	360	1442
185,000	373	1492
190,000	386	1543
195,000	399	1594
200,000	412	1646

Equations Used:Under 50,000 s.f.:

AM peak-hour trips =
 $(0.25 * 12.36(GLA/1000)) - (0.05 + (0.002*(200-(GLA/1000))))$

PM peak-hour trips =
 $(12.36 (GLA/1000)) - (0.05 + (0.002*(200 - (GLA/1000))))$

50,000 to 200,000 s.f.:

AM peak-hour trips =
 $(0.25 * 7.43 (GLA/1000)) - (0.05 + (0.002*(200 - (GLA/1000))))$

PM peak-hour trips =
 $(7.43 (GLA/1000)) - (0.05 + (0.002*(200 - (GLA/1000))))$

Table 15. Number of Peak-hour Trips Generated by Residential Units

No. of Units	Single-Family		Townhouse		Garden Apt.		High-Rise Apartments		Equations Used:
	AM	PM	AM	PM	AM	PM	AM	PM	
1	1	1	0	1	0	0	0	0	SINGLE-FAMILY DETACHED
5	5	6	2	4	2	2	2	2	<u>Under 75 Units:</u>
10	10	11	5	8	4	5	4	5	AM peak-hour trips = 0.95(# of units) PM peak-hour trips = 1.11(# of units)
15	14	17	7	12	7	7	6	7	<u>75 Units and Over:</u>
20	19	22	10	17	9	10	8	9	AM peak-hour trips = 0.62(# of units)+25 PM peak-hour trips = 0.82(# of units)+21
25	24	28	12	21	11	12	10	12	TOWNHOUSES OR SINGLE-FAMILY ATTACHED
30	29	33	14	25	13	14	12	14	<u>Under 100 Units:</u>
35	33	39	17	29	15	17	14	16	AM peak-hour trips = 0.48(# of units) PM peak-hour trips = 0.83(# of units)
40	38	44	19	33	18	19	16	18	<u>100 Units and Over:</u>
45	43	50	22	37	20	22	18	21	AM peak-hour trips = 0.53(# of units)-5 PM peak-hour trips = 0.48(# of units)+35
50	48	56	24	42	22	24	20	23	GARDEN APARTMENTS
55	52	61	26	46	24	26	22	25	<u>Under 75 Units:</u>
60	57	67	29	50	26	29	24	28	AM peak-hour trips = 0.44(# of units) PM peak-hour trips = 0.48(# of units)
65	62	72	31	54	29	31	26	30	<u>75 Units and Over:</u>
70	67	78	34	58	31	34	28	32	AM peak-hour trips = 0.40(# of units)+3 PM peak-hour trips = 0.47(# of units)+1
75	72	83	36	62	33	36	30	35	HIGH-RISE APARTMENTS
80	75	87	38	66	35	39	32	37	<u>Under 100 Units:</u>
85	78	91	41	71	37	41	34	39	AM peak-hour trips = 0.40(# of units)+11 PM peak-hour trips = 0.34(# of units)+12
90	81	95	43	75	39	43	36	41	<u>100 Units and Over:</u>
95	84	99	46	79	41	46	39	44	
100	87	103	48	83	43	48	40	46	
110	93	111	53	88	47	53	43	49	
120	99	119	59	93	51	57	46	53	
130	106	128	64	97	55	62	49	56	
140	112	136	69	102	59	67	52	60	
150	118	144	75	107	64	72	55	63	
160	124	152	80	112	67	76	57	66	
170	130	160	85	117	71	81	60	70	
180	137	169	90	121	75	86	63	73	
190	143	177	96	126	79	90	66	77	
200	149	185	101	131	83	95	69	80	
210	155	193	106	136	87	100	72	83	
220	161	201	112	141	91	104	75	87	
230	168	210	117	145	95	109	78	90	
240	174	218	122	150	99	114	81	94	
250	180	226	128	155	103	119	84	97	
275	196	247	141	167	113	130	91	106	
300	211	267	154	179	123	142	98	114	
325	227	288	167	191	133	154	105	123	
350	242	308	181	203	143	166	113	131	
375	258	329	194	215	153	177	120	140	
400	273	349	207	227	164	189	127	148	
425	289	370	220	239	173	201	134	157	
450	304	390	234	251	183	213	142	165	
475	320	411	247	263	193	224	149	174	
500	335	431	260	275	203	236	156	182	
550	366	472	287	299	223	260	171	199	
600	397	513	313	323	243	283	185	216	

Table 16. Number of Peak-hour Vehicle Trips Generated by a Child Day-Care Center

No. of Students	Total Peak-Hour Trips		
	AM	PM	
30	9	9	
40	26	12	
50	39	15	
60	50	18	
70	59	22	
80	67	25	
90	74	28	
100	80	31	
110	86	34	
120	91	37	
130	96	40	
140	100	43	
150	104	46	
160	108	49	
170	112	52	
180	115	55	
190	118	58	
200	121	62	
210	124	65	
220	127	68	
230	129	71	
240	132	74	
250	134	77	

Please note: For under thirty children, the impact is De minimis (five or fewer new peak-hour trips).

Table 17. Number of Peak-hour Vehicle Trips Generated by a Private School

No. of Students	School Program from Kindergarten to:		
	8th grade	12th grade	
25	20	23	
50	39	46	
75	59	69	
100	78	92	
125	98	115	
150	117	138	
175	137	161	
200	156	184	
225	176	207	
250	195	230	
275	215	253	
300	234	276	
325	254	299	
350	273	322	
375	293	345	
400	312	368	

Please note: For over 400 students, a special study is required to determine the trip rate.

Table 18. Number of Peak-hour Vehicle Trips Generated by an Automobile Filling Station

No. of Pumping Stations	WITH FUEL ONLY		WITH FUEL AND GARAGE ONLY				WITH FUEL AND CONVENIENCE STORE ONLY				WITH FUEL, CAR WASHES, AND CONVENIENCE STORE			
	All Areas		Upcounty		Downcounty		Upcounty Areas		Downcounty		Upcounty Areas		Downcounty	
	Peak-Hour Trips	AM	Peak-Hour Trips	AM	Peak-Hour Trips	AM	Peak-Hour Trips	AM	Peak-Hour Trips	AM	Peak-Hour Trips	AM	Peak-Hour Trips	AM
1	11	15	11	17	11	11	12	22	12	12	17	22	17	15
2	23	30	22	33	22	22	25	44	25	25	35	44	35	30
3	34	45	33	50	33	33	37	65	37	37	52	65	52	45
4	45	60	44	67	44	44	49	87	49	49	69	87	69	60
5	57	75	55	83	55	55	61	109	61	62	87	109	87	75
6	68	90	66	100	66	67	74	131	74	74	104	131	104	90
7	79	105	77	117	77	78	86	152	86	86	121	152	121	106
8	90	120	88	133	88	89	98	174	98	99	139	174	139	121
9	102	135	99	150	99	100	111	196	111	111	156	196	156	136
10	113	150	110	167	110	111	123	218	123	123	173	218	173	151
11	124	165	121	183	121	122	135	239	135	136	191	239	191	166
12	136	180	132	200	132	133	147	261	147	148	208	261	208	181
13	147	194	143	217	143	144	160	283	160	160	225	283	225	196
14	158	209	154	233	154	155	172	305	172	172	243	305	243	211
15	170	224	165	250	165	166	184	326	184	185	260	326	260	226
16	181	239	176	267	176	177	196	348	196	197	277	348	277	241
17	192	254	187	283	187	189	209	370	209	209	295	370	295	256
18	204	269	198	300	198	200	221	392	221	222	312	392	312	271
19	215	284	209	317	209	211	233	413	233	234	329	413	329	287
20	226	299	220	333	220	222	246	435	246	246	347	435	347	302
Rate per Pumping Station	11.31	14.96	11.00	16.67	11.00	11.09	12.28	21.75	12.28	12.32	17.33	21.75	17.33	15.08

APPENDIX 3

*Trip-Generation Rates and
Directional Splits
for the
Bethesda, Friendship Heights
and
Silver Spring CBDs*

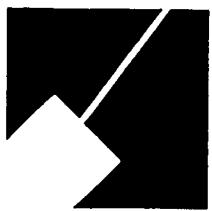
**Table 19. Morning and Evening Peak-Hour Trip Generation Rates
for the Bethesda and Friendship Heights CBDs**

Land Use Per trip rate unit	Rate AM Peak-Hour Vehicle Trips per Unit of Development)	% In		% Out	
		AM Peak-Hour Vehicle Trips per Unit of Development)	% In	AM Peak-Hour Vehicle Trips per Unit of Development)	% Out
Office (1,000 sf)	1.50	85	15	1.50	25
Retail (1,00 sf)	0.65	50	50	2.60	50
Grocery Store (1,000 sf)	1.22	70	30	6.20	50
Residential High Rise (dwelling unit)	0.30	20	80	0.30	67
Residential Town House (dwelling unit)	0.45	20	80	0.45	67
Residential Garden Apt. (dwelling unit)	0.45	20	80	0.45	67
Residential Single-Family (dwelling unit)	0.80	25	75	0.80	67
Hotel (room)	0.22	60	40	0.22	55
Miscellaneous Service (1,000 sq ft)	1.30	50	50	1.30	50
Hospital (employee)	0.33	70	30	0.29	30
Industrial (1,000 sq ft)	1.10	85	15	1.10	15
					85

Table 20. Evening Peak-Hour Trip-Generation Rates for the Silver Spring CBD

Land use	Rate	Percent (%) In	Percent (%) Out
Office (Existing vacant/1,000 sq ft)	1.60	15	85
Office (Pending+Future/1,000 sq ft)	1.40	15	85
Industrial (1,000 sq ft)	1.00	15	85
Retail (1,000 sq ft)	2.00	50	50
Residential (Dwelling Unit)	0.40	70	30
Hotel (Room)	0.20	55	45





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MONTGOMERY COUNTY PLANNING DEPARTMENT
of
The Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland, 20910-3760

ADOPTED
FY98 ANNUAL GROWTH POLICY
for
MONTGOMERY COUNTY, MARYLAND

As Amended by the County Council

**Including
Guidelines for the Administration
of the
Adequate Public Facilities Ordinances
and
Growth Capacity Ceilings for FY98**

Effective November 1, 1997

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
November 1, 1997

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ABSTRACT

TITLE: FY98 Annual Growth Policy - Amended

AUTHOR: The County Council of Montgomery County, Maryland

SUBJECT: Guidelines for the Administration of the Adequate Public Facilities Ordinance and Growth Capacity Ceilings for Montgomery County, Maryland for Fiscal Year 1998

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
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ABSTRACT: Montgomery County Code Section 33A-15 establishes the process by which the Montgomery County Council provides guidance for the management of growth. The Code requires the Council to adopt an Annual Growth Policy Ceiling Element by July 15 of each year to be effective throughout the next fiscal year, and requires that no later than November 1 of each odd-number year, the County Council must adopt an AGP Policy Element to be effective until November 1 of the next odd-numbered year or until amended by the Council.

In accordance with this law, the Montgomery County Council adopted this resolution which constitutes the entire Annual Growth Policy for FY98 effective November 1, 1997.

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Notes on the Amendments

This document is an amended version of the FY98 Annual Growth Policy (AGP) adopted by the Montgomery County Council effective July 15. Every other year, the County Council considers amendments to the Annual Growth Policy through a process called the AGP Policy Element. This past spring, the Montgomery County Planning Board held worksessions on growth policy issues and forwarded its recommendations to the County Executive and County Council on June 15 and on July 8, 1997. The County Executive reviewed these documents over the summer and issued his comments and recommendations on August 1, 1997. The County Council held a public hearing in September and worksessions in October 1997. Policy changes meeting with its approval went into effect November 1, 1997.

Apart from minor text changes, the amendments are:

1. *Replacement of the Alternative Review Procedure for Limited Residential Development with the Alternative Review Procedure for Expedited Development Approval.* The new procedure permits residential and non-residential development to meet its transportation conditions by paying a tax. The tax rates are established by separate Council legislation: bill number 34-97, a copy of which is available from the County's legislative information office at 301-217-7910. Special rules apply to development approved under this process; the text begins on page 18 of this document.
2. *Creation of two new Metro Station Policy Areas.* The Council created the Glenmont Policy Area and (pending adoption of the Sector Plan) the Friendship Heights Policy Area. This action establishes separate staging ceilings for these two areas and sets new congestion standards for intersections in these areas.

The Council also identified issues to be addressed in the next AGP Policy Element. These are listed at the end of the resolution. All other provisions of the Annual Growth Policy were unchanged.

Resolution 13-1087

Resolution No.:	<u>13-1087</u>
Introduced:	<u>October 28, 1997</u>
Adopted:	<u>October 28, 1997</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

Subject: Amendment of FY 98 Annual Growth Policy

Background

1. County Code Section 33A-15 requires that no later than July 15 of each year, the County Council must adopt an Annual Growth Policy (AGP) Ceiling Element to be effective throughout the next fiscal year. County Code Section 33A-15 also requires that no later than November 1 of each odd-numbered year, the County Council must adopt an AGP Policy Element to be effective until November 1 of the next odd-numbered year, to provide policy guidance to the agencies of government and the general public on matters concerning land use development, growth management and related environmental, economic and social issues.

2. On July 8, 1997, in accordance with the requirements of Section 33A-15, the County Council adopted Resolution 13-977, containing the FY 98 Annual Growth Policy based on the Final Draft FY 98 Annual Growth Policy Ceiling Element submitted by the Planning Board on May 1, 1997. The Final Draft Annual Growth Policy Ceiling Element as submitted by the Planning Board contained supporting and explanatory materials, and a set of recommended growth capacity ceilings for each policy area within the County.

3. On June 15, 1997, the Montgomery County Planning Board submitted to the County Council and County Executive a Final Draft Policy Element for the 1997-9 AGP. On July 1, 1997, the Montgomery County Planning Board submitted to the County Council and County Executive an addendum to the Final Draft Policy Element discussing the "Pay-and-Go" proposals. On July 31, 1997, the County Executive submitted to the Council his comments and recommendations on that Policy Element.

4. On September 30, 1997, the County Council held a public hearing on the FY 98 Annual Growth Policy Policy Element.

5. On October 9, October 14, and October 21, 1997, the Council conducted worksessions on the Policy Element, at which careful consideration was given to the public hearing testimony, updated information, recommended revisions and comments of the County Executive and Planning Board, and the comments and concerns of other interested parties.

6. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency and reliability of the County growth management data base. These efforts have resulted in a reduction of errors from prior years. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The following constitutes the entire Annual Growth Policy for FY 98:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance

County Code Section 50-35(k) ("the Adequate Public Facilities Ordinance or APFO"), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities. The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy.

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Transportation Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

With regard to transportation, a staging ceiling may be established for each policy area.

With regard to school facilities, a legislative determination will be made whether the school facilities for each cluster will be adequate.

The staging ceiling for a policy area is the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy remain in effect throughout FY98 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs, developer participation in capital improvement projects, or direction in this Resolution to adjust staging ceilings upon the occurrence of certain events.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Transportation Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive,

countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based primarily on the public facilities in the Approved FY 97-02 Capital Improvements Program (CIP) as amended in 1997 and the Maryland Department of Transportation FY 97-02 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium on new subdivision approvals in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance must at all times be consistent with adopted master plans and sector plans. Where development staging guidelines in adopted master plans or sector plans are more restrictive than AGP guidelines, the guidelines in the adopted master plan or sector plan must be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Silver Spring CBD Sector Plan. The ceiling in the Potomac policy area is set at the zoning ceiling based on the policy in the Potomac Master Plan.

The ceiling in all rural areas is set at the zoning ceiling subject to guidelines for Local Area Transportation Review and guidelines for water and sewerage facilities. Rural areas are Darnestown/Travilah, Goshen, Patuxent, Poolesville, and Rock Creek.

A. Guidelines for Transportation Facilities

1. Policy Area Transportation Review

(a) Policy Areas; Establishment of Staging Ceilings

(1) Policy Areas - Boundaries and Definitions

For the purposes of transportation analysis, the County has been divided into 313 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have the same boundaries as planning areas, sector plan areas, or master plan analysis (or special study) areas. The policy areas in effect for FY 98 are: Aspen Hill, Bethesda CBD, Bethesda-Chevy

Chase, Clarksburg, Cloverly, Damascus, Derwood, Fairland/White Oak, Friendship Heights (as of the adoption of the revised Sector Plan), Gaithersburg City, Germantown East, Germantown Town Center, Germantown West, Glenmont, Grosvenor, Kensington/Wheaton, Montgomery Village/Airpark, North Bethesda, North Potomac, Olney, Potomac, R&D Village, Rockville City, Shady Grove, Silver Spring CBD, Silver Spring/Takoma Park, Twinbrook, Wheaton CBD, and White Flint.

Detailed boundaries of these policy areas are shown in an attached map.

The boundaries of the Gaithersburg City and Rockville City policy areas reflect existing municipal boundaries, except where the cities are expected to annex properties in the near future or where County-regulated land is surrounded by city-regulated land. The boundaries of these municipal policy areas do not automatically change with any changes in municipal boundaries but will require affirmative Council action.

(2) Components of Policy Area Transportation Review

There are two components to Policy Area Transportation Review: a countywide freeway test and a total transportation level of service test for each policy area.

The countywide freeway level of service is the average volume-to-capacity ratio for freeway segments, weighted by the vehicle miles of travel on those freeway segments. Freeways are defined as the following limited access highways: I-495, I-270, I-270 East and West Spurs, I-370, the Cabin John Parkway, and the Clara Barton Parkway. The countywide freeway level of service standard is 0.90 (D/E).

The total transportation level of service is computed for each policy area, and represents a statistical average of roadway and transit level of service over the whole policy area. The transit level of service includes transportation by rail, bus, walking and bicycling. The roadway level of service includes transportation by driving alone and carpools. These levels of service are calculated by the transportation planning model described below.

The standard for roadway level of service in each policy area is based on a policy that it is appropriate to permit greater roadway congestion to occur in areas in which greater transit accessibility and usage provides an alternative mode of travel for many travelers in the area. In that way, there is an approximately equivalent total transportation level of service for residents and employees throughout the County. The total transportation level of service standard is 0.585 (C-) in each policy area.

Table 6 shows the factors used in calculating the total transportation level of service: the regional transit accessibility index for each policy area, the average congestion index standard for local roads, and the mode shares for transit and auto. It is based upon materials contained in the Final Draft FY 94 Annual Growth Policy Amendment.

The **Regional Transit Accessibility Index** measures how well the transit network connects jobs and houses. The more houses and jobs that can be accessed by transit in the least time, the higher the regional transit accessibility index value.

The **Average Congestion Index** for local roads is the average volume-to-capacity ratio for roadway segments on major highways, arterials, and selected primary residential streets, weighted by the vehicle miles of travel on those roadway segments.

Mode shares are computed from the transportation planning model, validated by the most recent observed data. All facilities and programs intended to reduce the auto-driver mode share are periodically evaluated to determine actual results achieved.

(3) **Determination of Staging Ceilings**

Through the use of a transportation planning model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through an iterative process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area.

This iterative procedure has as an objective minimizing the difference between anticipated congestion levels and the automobile level of service standard on local roads in each policy area and on freeways countywide. If the level of service on local roads in a policy area is anticipated to exceed the level of service standard, the amount of future land use permitted is reduced in that policy area. In addition, the magnitude of the hypothetical future land use patterns in nearby policy areas is reduced to limit adverse "upstream/downstream" effects. If the level of service standard on freeways is anticipated to be exceeded, the magnitude of the hypothetical future land use patterns in nearby policy areas is reduced until the anticipated level of service on freeways is approximately equal to the level of service standard.

The allocation of transportation capacity between jobs and housing by the County Council reflects the General Plan's recommendations regarding the balance of jobs and housing. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, allocations of new capacity as well as allocations of any reductions in capacity should generally favor housing. This may vary in policy areas with a significant staging ceiling deficit in jobs.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s), the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Tables 1 and 2.

The Planning Board may adopt Policy Area Transportation Review guidelines and other technical materials to further document the procedures underlying the establishment of staging ceilings.

The transportation planning model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Because of the unique nature of the Georgetown Branch Trolley Project and the North Bethesda Transitway in comparison with other transportation systems which are normally used in calculating development capacity, it is prudent to approach the additional capacity from these systems in a conservative way, particularly with respect to the timing of capacity and the amount of the capacity recognized.

Therefore, the counting of capacity from the Georgetown Branch Trolley Project will not occur until the actual system is constructed and operated, or at least until there is reasonable certainty as to its exact date of operation and amount of actual ridership; and

The counting of the initial capacity from the North Bethesda Transitway will not occur until the County Executive has determined that construction will begin in two years; until 100 percent of the expenditures have been appropriated; and until the County Council has approved projected ridership. Upon completion of the first full year of operation, and in all subsequent years for which staging analyses are made, the staging ceiling calculations must reflect the actual ridership achieved.

Planning staff must keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating must include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors must be reported to the Council each year in May, and must be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Tables 1 and 2 show the capacity remaining as of June 30, 1997). The Planning Board should maintain a periodically updated queue list of applicants for preliminary plan of subdivision approval.

When the subdivision pipeline has risen to meet the ceiling, the Planning Board must not approve any more subdivisions in that policy area except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate policy area in 1987. The boundaries of the policy area are shown in the Final Draft FY 95 Annual Growth Policy Ceiling Element.

The job and housing ceilings for this policy area must meet the following administrative guidelines:

All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic.

The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted roadway level of service standard shown in Table 6, unless the Planning Board determines that the impact of improving the intersection is more burdensome than the increased congestion.

The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour.

The Planning Board and the Department of Public Works and Transportation will implement Transportation Systems Management for the Silver Spring CBD. The goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below.

The County Government, through the Silver Spring Parking Lot District, will constrain the amount of public and private long term parking spaces.

The staging ceilings as shown in Tables 1 and 2 meet these administrative guidelines.

The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these staging ceilings are as follows:

Parking constraint: A maximum of 17,500 public and private long-term spaces when all nonresidential development is built; (this maximum assumes a peak accumulation factor of 0.9, which requires verification in Silver Spring and may be subject to revision). Interim long-term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

Commuting goals: For employers with 25 or more employees, attain 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 46% non-drivers during the peak periods; and

For new nonresidential development, attain 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 50% non-drivers during the peak periods.

Progress towards achieving these goals should be measured annually by using scientific and statistically valid survey techniques.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in Chapter 42A, Article II, of the County Code.

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. However, if, for a particular use the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.

(c) Special Ceiling Allocation for Affordable Housing Facilities

The County's policy of balancing growth in each policy area with the supply of public facilities may have the effect of undermining other important County policies for the provision of a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families. This subsection provides a limited exception to policy area transportation review requirements to ensure that these policies are not undermined. The Planning Board may approve subdivision applications for affordable housing in any policy area with insufficient remaining capacity, according to the following guidelines:

- (1) An affordable housing development is a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as affordable housing, and the owner of that development must agree with HOC to maintain the occupancy requirements for at least 15 years. These requirements include the provision of any MPDU's.
- (2) Except as provided in paragraph (3), in a policy area with insufficient remaining capacity, the Planning Board may approve in each fiscal year not more than:
 - (a) 125 units for projects owned or controlled by HOC;
 - (b) 300 units for privately owned affordable housing developments; or
 - (c) an aggregate of 300 units in a policy area with both HOC owned and controlled developments and privately owned affordable housing developments.
- (3) The Planning Board must not approve additional housing units under this allocation in a policy area:
 - (a) that has been in a moratorium for new housing subdivision approvals for more than the number of consecutive years listed in the table below, and the remaining capacity for the policy area is at least the number of housing units listed in the table below in deficit; and
 - (b) if the Planning Board has cumulatively approved 500 housing units in that policy area under this special ceiling allocation.

**Remaining Capacity Threshold in Housing Units
by Length of Moratorium**

Years in Moratorium	4 years	5 years	6 years	7 years	8 years	9+ years
Housing Deficit	-2,000	-1,800	-1,600	-1,400	-1,200	-1,000

Subject to the housing unit cap under paragraph (2), approvals under this special ceiling allocation may resume if the deficit in remaining capacity in the policy area has been reduced under the number of housing units listed in the table above, but only to the extent that transportation capacity has increased (as calculated from the housing unit point listed in the table above) due to a programmed transportation improvement that is either under construction or funded for construction in the fiscal year for which the special ceiling allocation is requested from the Planning Board.

If the subdivision moratorium is eliminated in a policy area subject to this paragraph and is later reinstated, the calculation of the number of cumulative housing units approved under this special ceiling allocation starts at zero.

- (4) Any development approved under this subsection must meet all zoning requirements and all other subdivision requirements, including standards for local area transportation review.
- (5) Development approved under this subsection will be added to the pipeline.
- (6) Each recommended annual growth policy ceiling element must contain a list of all pending or approved development under this subsection.

(d) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy must be used in evaluating an application under these ceiling flexibility provisions.

In general, each approval above the staging ceiling must be conditioned upon the planned and scheduled construction by either the applicant and/or the government of some public facility project or other appropriate capacity measure (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also must be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

(i) **Full-Cost Developer Participation**

If an applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) **Development District Participation**

Under Chapter 14 of the County Code, development districts may be created by the County Council as a funding mechanism for needed infrastructure in areas of the County where substantial development is expected or encouraged. The Planning Board may approve subdivision plans in accordance with the terms of the development district's provisional adequate public facilities approval (PAPF).

The development district's PAPF must be prepared in the following manner:

- (1) One or more property owners in the proposed district may submit to the Planning Board an application for provisional adequate public facilities approval for the entire district. In addition to explaining how each development located in the district will comply with all applicable zoning and subdivision requirements, this application must:

show the number and type of housing units and square footage and type of the non-residential space to be developed, as well as a schedule of proposed buildout in four-year increments;

identify any infrastructure improvements necessary to satisfy the adequate public facilities requirements for development districts; and

estimate the cost to provide these improvements.

- (2) The Planning Board must then review all developments within the proposed development district as if they are a single development for compliance with the Adequate Public Facilities Ordinance. The Planning Board must identify the public facilities needed to support the buildout of the development district after considering the results of the following tests for facility adequacy:

Transportation tests for development districts are identical to those for (i) Full-Cost Developer Participation, except that some portion of the needed facilities may be funded by the public sector. Existing staging ceiling capacity may only be considered to the extent that there is more than enough capacity to accommodate pending complete subdivision applications in the queue. If development districts cross policy area

boundaries, staging ceiling capacity in one policy area must not be used as the basis for approving development located within another policy area. Planning Department staff must prepare a list of transportation infrastructure needed to maintain public facility adequacy.

The PAPF application must be referred to Montgomery County Public Schools staff for recommendations for each stage of development in the proposed district. MCPS staff must calculate the extent to which the development district will add to MCPS's current enrollment projections. MCPS staff must apply the existing school adequacy test to the projections with the additional enrollment and prepare a list of public school infrastructure needed to maintain public facility adequacy.

The PAPF application must be referred to the Washington Suburban Sanitary Commission for recommendations for each stage of development in the proposed district. Wastewater conveyance and water transmission facilities must be considered adequate if existing or programmed (fully-funded within the first four years of the approved WSSC capital improvements program) facilities can accommodate (as defined by WSSC) all existing authorizations plus the growth in the development district. Adequacy of water and wastewater treatment facilities must be evaluated using the intermediate or "most probable" forecasts of future growth plus development district growth, but only to the extent that development district growth exceeds the forecast for any time period. If a test is not met, WSSC must prepare a list of water and sewer system infrastructure needed to maintain public facility adequacy.

The PAPF application must be referred to the County Executive for recommendations for each stage of development in the proposed district regarding police, fire, and health facilities. Adequacy of police, fire, and health facilities must be evaluated using the intermediate or most probable forecasts of future growth plus development district growth, but only to the extent that development district growth exceeds the forecast for any time period. Any facility capacity which remains is available to be used by the development district. If any facility capacity deficits exist, the County Executive must prepare a list of infrastructure needed to maintain public facility adequacy.

- (3) The Board may conditionally approve the PAPF application if it will meet all of the requirements of the APFO and AGP. The Board may condition its approval on, among other things, the creation and funding of the district and the building of no more than the maximum number of housing units and the maximum nonresidential space listed in the petition.

For an application to be approved, the applicants must commit to produce the infrastructure improvements needed to meet APF requirements in the proposed district as well as any added requirements specified by the Planning Board. The Planning Board must list these required infrastructure improvements in its approval. The infrastructure improvements may be funded through the development district or otherwise.

The Planning Board must not approve a PAPF application unless public facilities adequacy, as defined by the tests in (ii)(3), is maintained throughout

the life of the plan. The timing of infrastructure delivery may be accomplished by withholding the release of building permits until needed public facilities are available to be "counted," or by another similar mechanism.

Infrastructure may be counted for public facilities adequacy when:

1. for infrastructure provided by the district, construction has begun on the facility and funds have been identified and committed to its completion; and
2. for infrastructure provided by the public sector:

For Policy Area Transportation Review, the project is fully-funded within the first four years of the approved County, state, or municipal capital improvements program;

For Local Area Transportation Review, the project is included in the most recent edition of the Approved Road Program;

For water and sewer facilities, the project is fully-funded within the first four years of the approved WSSC capital improvements program;

For public school facilities, the project is fully-funded within the first four years of the approved Montgomery County Public Schools capital improvements program; and

For police, fire, and health facilities, the project is fully-funded within the first six years of the relevant approved capital improvements program.

(4) The County Executive and Planning Board may also recommend to the County Council additional facilities to be provided by the development district or by the public sector to support development within the district. These facilities may include, but are not limited to libraries, health centers, local parks, social services, greenways, and major recreation facilities.

(5) As provided in Chapter 14 of the Montgomery County Code, once the development district is created and the financing of all required infrastructure is arranged, the development in the district is considered to have satisfied all APF requirements, any additional requirements that apply to development districts in the AGP, and any other requirement to provide infrastructure which the County adopts within 12 years after the district is created.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Silver Spring CBD policy area.

(e) Ceiling Flexibility - De Minimis Impacts

The Planning Board may approve preliminary plans which add only a few vehicle trips as provided in this subsection. In policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than five trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed before 1982, or which otherwise request additional development on land that was partially developed before 1982, may receive approval for additional development which adds no more than five trips. Any outlot created under this subsection before November 1, 1995, may be developed if the owner pays to the County a development approval payment as if the plan were approved under the Alternative Review Procedure for Expedited Development Approval. The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's adopted guidelines for Local Area Transportation Review.

(f) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

(i) Assignment of queue date

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;
- (2) a traffic study is filed, if required to obtain a new queue date under paragraph (iv)(2); or
- (3) 6 months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not require a traffic study.

(ii) Calculation of available staging ceiling capacity

The Planning Board determines whether there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2 as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;

- (3) deny an application for a project for which there is insufficient capacity; or
- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff must not schedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline (but not staging ceiling) changes while the queue date is in effect.

(iii) Expiration of queue date

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
 - (a) 6 months after the queue date if there was sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not approved the application or granted an extension of the queue date (see paragraph 2 below);
 - (b) 6 months after sufficient capacity becomes available for the entire project if a traffic study is not required under paragraph (iv)(1);
 - (c) 6 months after a traffic study is filed if required under paragraph (iv)(1); or
 - (d) on the applicant's failure to request background data, to submit a traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant one or more 6-month extensions of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control. The Planning Department may grant one 6-month extension of a queue date for Department of Permitting Services approval of individual sewage disposal or wells. Any additional queue date extensions for Department of Permitting Services approval may only be granted by the Planning Board.

(iv) Traffic studies

(1) Required when sufficient capacity becomes available

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is filed will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare a traffic study within 1 month after capacity becomes available; and

(b) submits a traffic study within 1 month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the study must be submitted by October 15.

(2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

(3) Notice of incomplete traffic study

The Planning Board must notify an applicant within 15 days after a traffic study is filed if the study is incomplete. An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

(v) Special Ceiling Allocation for Affordable Housing

If an application for a preliminary plan approval that uses the special ceiling allocation for affordable housing is denied by the Planning Board after July 1, 1992, the applicant retains its original queue date and is subject to all other applicable provisions of this subsection.

2. Local Area Transportation Review (LATR)

(a) Establishment of Local Area Transportation Review Standards

The transportation planning model used for Policy Area Transportation Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

To achieve an approximately equivalent transportation level of service in all areas of the County, greater congestion is permitted in policy areas with greater transit accessibility and usage. Table 7 shows the intersection level of service standards by policy area. Local Area Transportation Review must at all times be consistent with the standards and staging mechanisms of adopted master plans and sector plans.

Local Area Transportation Review must be undertaken for subdivisions which would generate 50 or more peak hour automobile trips in either of the following circumstances:

For the policy area, total approved development is within 5 percent of the policy area ceiling; or

For the local area, the proposed development is located near a congested area.

In administering the Local Area Transportation Review (LATR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will

affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The nature of the LATR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff must examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Transportation Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program includes only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, any road required under Section 302 of the Charter to be authorized by law is not programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

If an applicant is participating in a traffic mitigation program or one or more intersection improvements to meet Local Area Transportation Review requirements, that applicant will be considered to have met Local Area Transportation Review for any other intersection where the volume of trips generated is less than five Critical Lane Movements.

The Planning Board has adopted guidelines for the administration of Local Area Transportation Review. To the extent that they are consistent with this Policy, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

After consultation with the Council, the Planning Board may adopt administrative guidelines that allow use of a "delay" or queuing analysis, different critical lane volume standards, or other methodologies, to determine the level of congestion in appropriate geographic locations such as in urbanized areas, around Metrorail stations, or in specific confined areas planned for concentrated development related to other forms of transit.

In its administration of Local Area Transportation Review, the Planning Board must carefully consider the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the review.

To achieve safe and convenient pedestrian travel, the Planning Board may adopt administrative guidelines requiring construction of off-site sidewalk improvements consistent with Section 50-25 of the County Code. To maintain an approximately equivalent transportation level of service at the local level considering both auto and non-auto modes of travel, the Planning Board may permit a reduction in the amount of roadway construction or traffic mitigation needed to satisfy the conditions of Local Area Transportation Review in exchange for the construction of non-automobile transportation amenities, such as sidewalks and bus shelters.

(b) Silver Spring CBD LATR Standards

In the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Public Works and Transportation, must prepare performance evaluation criteria for its Local Area Transportation Review. These criteria must be used to accomplish: (a) safety for pedestrians and vehicles; (b) access to buildings and sites; and (c) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive must publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program must list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD and protect the surrounding residential area.

(c) Potomac LATR Standards

In the Potomac Policy Area, only the areas contributing traffic to the following intersections must be subject to Local Area Transportation Review: (a) Montrose Road at Seven Locks Road; (b) Democracy Boulevard at Seven Locks Road; (c) Tuckerman Lane at Seven Locks Road; (d) Democracy Boulevard at Westlake Drive; (e) Westlake Drive at Westlake Terrace; (f) Westlake Drive at Tuckerman Lane; and (g) Bradley Boulevard at Seven Locks Road.

3. Alternative Review Procedures

(a) Metro Station Policy Areas

An applicant for a subdivision which will be built completely within the Bethesda CBD, Wheaton CBD, Grosvenor, White Flint, or Twinbrook Metro station policy areas need not submit any application or take any action under **2. Local Area Transportation Review (LATR)** if the applicant agrees in a contract with the Planning Board and the County Department of Public Works and Transportation to:

- (1) make its best efforts to meet mode share goals established by the Planning Board as a condition of approving that subdivision;
- (2) participate in programs operated by, and take actions specified by, a transportation management organization (TMO) to be established by County law for that policy area (or a group of policy areas including that policy area) in order to meet the mode share goals established under paragraph (1);
- (3) pay an ongoing annual contribution or tax to fund the TMO's operating expenses, including minor capital items such as busses, as established by County law; and
- (4) pay a development approval payment (DAP), to be established by County law, over a multi-year period starting when the building permit is issued and indexed to reflect inflation in construction costs.

The Planning Board must conduct a comprehensive Local Area Transportation Review for each policy area in which it approves a subdivision under this procedure and should specify for inclusion in the Capital Improvements Program any transportation improvements needed to support that subdivision.

(b) Expedited Development Approval

Beginning November 1, 1997 until October 31, 2001, an applicant for a preliminary plan of subdivision need not take any action under 1. Policy Area Transportation Review or 2. Local Area Transportation Review if the applicant pays to the County an expedited development approval excise tax, in an amount and at times set by County law. However, the applicant must include in its application for preliminary subdivision plan approval all information that would be necessary if the requirements for Local Area Transportation Review applied.

This Procedure may also be used, if the applicant reapplies for a preliminary plan of subdivision for development approved under a preliminary plan of subdivision approved by the Planning Board before November 1, 1997. All requirements of this Policy and any other law or regulation otherwise applicable when the reapplication is filed (other than requirements imposed under 1. Policy Area Transportation Review or 2. Local Area Transportation Review) apply to the reapplying subdivision. Any previously approved subdivision for which funds were expended for transportation improvements necessary to meet Policy Area Transportation Review or Local Area Transportation Review requirements must not be reimbursed or credited for those expenditures.

The use of this Procedure is subject to the following conditions:

- (1) The applicant must record a plat for the development approved under this Procedure no later than 2 years after the Planning Board approves the preliminary plan of subdivision for that development. The applicant must receive each building permit no later than 2 years after a plat for the approved subdivision is recorded. If either deadline is not met, the approval for the subdivision or that portion of the subdivision for which the deadline is not met expires.
- (2) This Procedure must not be used where use of it would allow any development to be approved that would not be approved if the Planning Board acted in accordance with any master plan development staging recommendations related to transportation improvements that require Annual Growth Policy approval of increased ceiling capacity to proceed to an additional stage of development.
- (3) An applicant whose property is located in a moratorium area when the application for preliminary plan approval is filed and pays the expedited development approval excise tax applicable to moratorium areas is not eligible for reapproval of the subdivision after the area is no longer in moratorium in order to pay the excise tax at non-moratorium rates.
- (4) The Planning Board must report in the recommended AGP Ceiling Element each year on the number of housing units and amount of nonresidential development approved and built under this Procedure and should recommend for inclusion in the Capital Improvements Program any needed transportation improvements.

B. Guidelines for Public School Facilities

1. Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 6. These areas coincide with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluates available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity is available, the Council determines whether an adjacent cluster or clusters has sufficient capacity to cover the projected deficit in school capacity. The Council's groupings are only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

2. School Capacity Measure

The Council uses 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity.

Based on the approved FY 97-02 CIP as amended, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

3. Grade Levels

Each of the three grade level clusters, namely elementary, intermediate/middle school, and high school, are assessed separately as part of the Annual Growth Policy.

4. Determination of Adequacy

Using the approach outlined above, and assuming the approved FY 97-02 CIP as amended, the Council declares school capacity for school year 1999 to be adequate for anticipated growth during FY 98 in all high school clusters at all grade levels. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its review of preliminary plans of subdivision in FY 98, must consider schools to be adequate for APFO purposes in all clusters.

5. Affordable Housing

Because school capacity is determined to be adequate under paragraph (4) of this subsection, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for such a special ceiling allocation with respect to school capacity must be considered when that capacity is determined to be inadequate in a particular cluster.

C. Guidelines for Water and Sewerage Facilities

In accordance with the Adequate Public Facilities Ordinance, both in policy areas with a staging ceiling and in those without one, applications must be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III), or if the applicant either provides a community water and/or sewerage system or meets Department of Permitting Services requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the Department of Permitting Services.

Applications must only be accepted for further Planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff must consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and operating budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or Planning staff consideration, a Local Area Review must be undertaken. The Board must seek a written opinion from the relevant agency, and require, if necessary, additional data from the applicant, to facilitate the completion of the Planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP must be compared to the demand generated by the "most probable" forecast for the same year prepared by the Planning Department.

E. Guidelines for Resubdivisions

An application to amend a previously approved preliminary plan of subdivision does not require a new test for adequacy of public facilities if:

- (1) Revisions to a preliminary plan have not been recorded, the preliminary plan has not expired, and the number of trips which will be produced by the revised plan is not greater than the number of trips produced by the original plan.
- (2) Resubdivision of a recorded lot involves the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties to make small adjustments in boundaries.
- (3) Resubdivision of a recorded lot involves more than 2,000 square feet or one percent of the lot area and the number of trips which will be produced by the revised plan is not greater than the number of trips produced by the original plan.

II. Timely Adequate Public Facilities Determination and Local Area Transportation Review under Chapter 8 - Buildings.

A. General.

Except as otherwise provided by law, an adequate public facilities determination or local area transportation review conducted under Article IV of Chapter 8 must use the standards and criteria applicable under Section I. of this Resolution when evaluating the adequacy of public facilities to serve the proposed development.

B. Traffic Mitigation Goals.

Any proposed development that is subject to requirements for a traffic mitigation agreement under Article IV of Chapter 8 and Chapter 42A-9A of the County Code must meet the traffic mitigation goals specified in paragraphs (1) or (4), as appropriate.

- (1) Subject to paragraph (2), the portion of peak-period nondriver trips by employees of a proposed development must be at least the following percentage greater than the prevailing nondriver mode share of comparable nearby land use:

In Policy Areas With LATR CLV Standard of	Required Percentage Greater Than Prevailing Nondriver Mode Share
1800 and 1650	100%
1600	80%
1550	60%
1500 and 1525	40%

LATR CLV standards for each policy area are shown on Table 7.

- (2) The portion of peak-period nondriver trips by employees calculated under paragraph (1) must not be less than 15% nor higher than 55%.
- (3) The applicant for a proposed development in a policy area specified under paragraph (1) is responsible for reviewing existing studies of nondriver mode share; conducting new studies, as necessary, of nondriver mode share; and identifying the prevailing base nondriver mode share of comparable land uses within the area identified for the traffic study. Comparable land uses are improved sites within the area identified for the traffic study for the proposed development that have similar existing land use and trip generation characteristics. As with other aspects of the traffic study required by Article IV of Chapter 8, selection of the comparable studies and land uses to be analyzed and determination of the prevailing base nondriver mode share are subject to review by the Planning Department and approval by the Department of Public Works and Transportation.
- (4) Proposed development in the Silver Spring CBD must meet the commuting goals specified under Section I.A.(1)(b).
- (5) In accordance with County Code Section 42A-9A, the applicant must enter into an agreement with the Director of the Department of Public Works and Transportation before a building permit is issued. The agreement may provide for a schedule for full compliance with the traffic mitigation goals. It must provide appropriate enforcement mechanisms for compliance.

- (6) As provided by law, these goals supersede traffic mitigation goals established under Section 42A-9A(a)(4).

III. Issues to be Addressed in the Future

The following matters should be addressed by the Planning Board and the County Executive for presentation to and decision by the County Council no later than in the 1999 review of the Policy Element of the Annual Growth Policy, or sooner if otherwise noted:

- A. **Growth of Background Traffic** - The Planning Board, with the aid of the Executive and in consultation with development and civic community representatives, must study the issue of traffic growth not already being accounted for, and if or how that growth should be accounted for in each step of the development review process.
- B. **Measuring the effect of ATMS** - The Planning Board, with the aid of the Executive and interested transportation professionals and citizens, must evaluate the effect associated with various Advanced Transportation Management System technologies, such as possible increase in intersection capacity or spreading of peak period volumes. A pilot study, perhaps funded as a public/private partnership, should be conducted in one or two selected corridors where these technologies are planned to be installed to quantify the incremental benefits of various technologies, such as automatic vehicle locators in transit vehicles, extended green time at signalized intersections for transit vehicles, real time traffic signal timing, video surveillance, and incident management. If the study identifies actions, the Planning Board should propose policy changes for Council approval, to be implemented in the Board's Policy Area Transportation Review or Local Area Transportation Review guidelines based on the study's findings.
- C. **Transferability of Staging Ceiling in the Silver Spring CBD Policy Area** - By May 1, 1998, the Planning Board and the Executive must recommend to the Council how and to what degree staging ceiling in the Silver Spring CBD Policy Area can be transferred from one property owner to another.
- D. **Silver Spring Policy Area Ceiling and LATR Standard** - The Planning Board, with the aid of the Executive, must evaluate whether the special provisions to determine the policy area staging ceiling and the standards used for Local Area Transportation Review in the Silver Spring CBD Policy Area should be retained, or whether the test and methods used in other Metro Station Policy Areas should be used in that Policy Area.
- E. **APF Approval Time Limits** - The Planning Board must prepare for introduction as soon as feasible, after consulting development and civic community representatives, an amendment to the County subdivision regulations that establishes different effectiveness periods for the Board's adequate public facilities approval for different types of subdivisions.

Scheduling of items by the Planning Board under this Section may be reviewed and modified at the Board's regular work program meetings with the County Council.

This is a correct copy of Council action.

Mary A. Edgar, CMC
Secretary of the Council

Table 1
HOUSING
Transportation Staging Ceiling Capacity Using
FY 98 Transportation Ceilings
January 1, 1996 Base

Policy Areas	FY98 Net Housing Ceiling	Pipeline As of 9/30/97	FY98 Net Remaining Capacity
	A	B	C=B-A
Aspen Hill	(4,473)	2,312	(6,785)
Bethesda/Chevy Chase	6,535	561	5,974
Bethesda CBD	3,423	241	3,182
Friendship Heights	1,205	405	800
Clarksburg	186	1,565	(1,379)
Cloverly	1,773	487	1,286
Damascus	(774)	496	(1,270)
Derwood	909	34	875
Shady Grove	500	0	500
Fairland/White Oak	(3,247)	920	(4,167)
Gaithersburg City (see notes)	1,308	2,813	(1,505)
Germantown East	5,038	3,475	1,563
Germantown West	7,469	7,113	356
Germantown Town Center	1,849	85	1,764
Kensington/Wheaton	3,248	486	2,762
Glenmont	632	132	500
Wheaton CBD	1,523	14	1,509
Montgomery Village/Airpark	(4,380)	790	(5,170)
North Bethesda	1,956	539	1,417
Grosvenor	1,400	0	1,400
Twinbrook	300	0	300
White Flint	1,700	1,012	688
North Potomac	(220)	966	(1,186)
Olney	2,263	2,095	168
Potomac	2,454	1,177	1,277
R & D Village	2,116	1,684	432
Rockville City (see notes)	909	4,225	(3,316)
Silver Spring/Takoma Park	2,470	110	2,360
Silver Spring CBD	6,123	1,288	4,835
Totals	57,289	35,025	33,948

Rural policy areas (Goshen, Travilah/Darnestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY98-03 CIP or the FY96-01 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan. The AGP does not control development in Gaithersburg and Rockville, and deficits shown for those localities, if any, have no practical effect.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The attached resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

Table 2
JOBS
Transportation Staging Ceiling Capacity Using
FY 98 Transportation Ceilings
January 1, 1996 Base

Policy Areas	FY98 Net Jobs Ceiling	Pipeline As of 09/30/97	FY98 Net Remaining Capacity
	A		B
Aspen Hill	153	44	109
Bethesda/Chevy Chase	1,516	457	1,059
Bethesda CBD	6,920	2,899	4,021
Friendship Heights	4,831	2,181	2,650
Clarksburg	3,999	4,774	(775)
Cloverly	345	140	205
Damascus	156	143	13
Derwood	1,893	2,596	(703)
Shady Grove	1,000	2	998
Fairland/White Oak	(2,767)	5,849	(8,616)
Gaithersburg City (see notes)	11,532	16,808	(5,276)
Germantown East	16,770	16,210	560
Germantown West	16,245	14,693	1,552
Germantown Town Center	7,099	3,360	3,739
Kensington/Wheaton	3,162	462	2,100
Glenmont	200	0	200
Wheaton CBD	2,763	129	2,634
Montgomery Village/Airpark	1,092	2,834	(1,742)
North Bethesda	5,361	4,944	417
Grosvenor	80	0	80
Twinbrook	971	0	971
White Flint	3,172	187	2,985
North Potomac	193	98	95
Olney	2,329	360	1,969
Potomac	2,236	224	2,012
R & D Village	16,441	16,070	371
Rockville City (see notes)	8,977	27,316	(18,339)
Silver Spring/Takoma Park	1,524	959	565
Silver Spring CBD	6,537	3,335	3,202
Totals	127,497	127,074	32,507

Rural policy areas (Goshen, Travilah/Darnestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these area subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

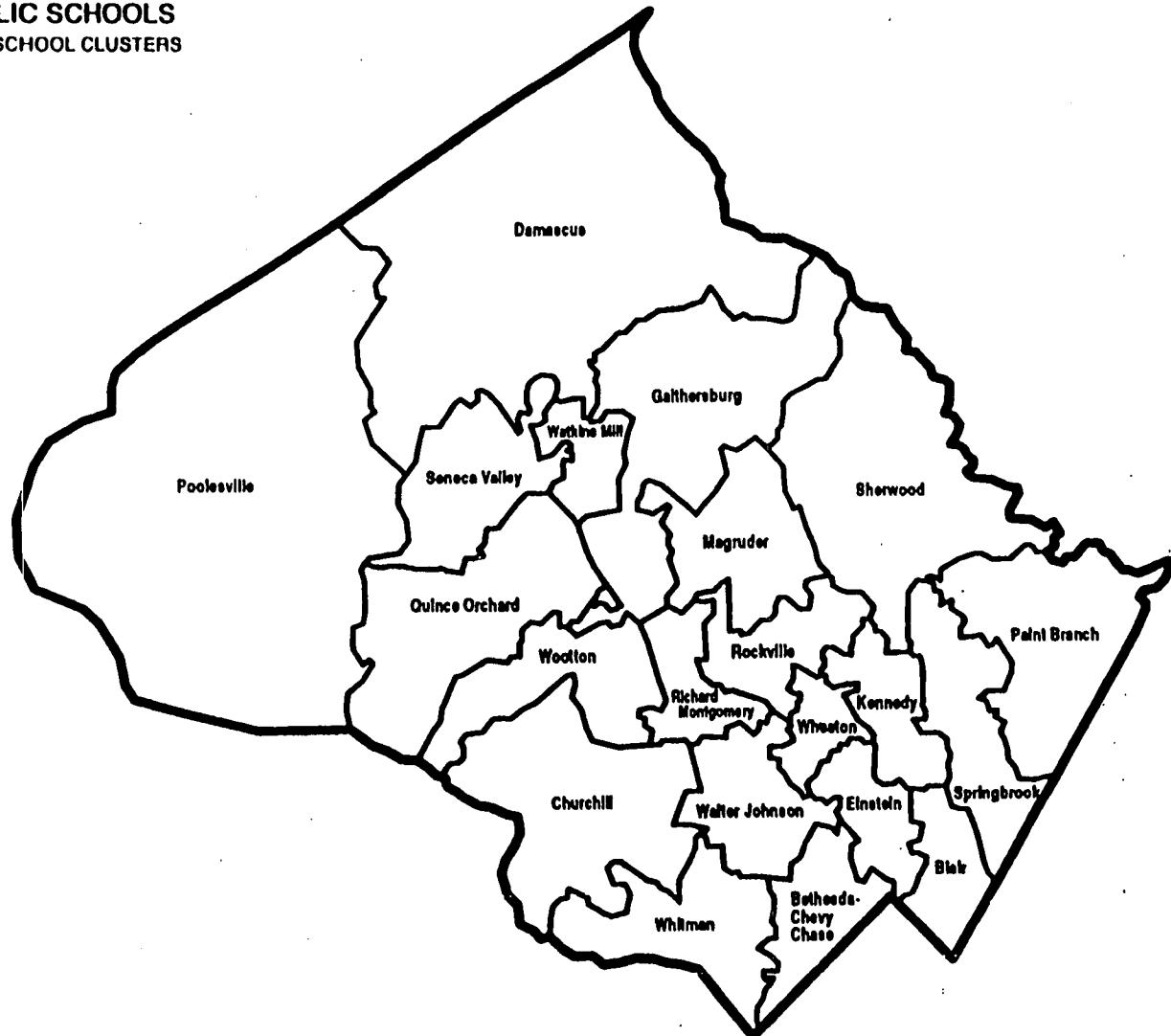
The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY98-03 CIP or the FY96-01 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan. The AGP does not control development in Gaithersburg and Rockville, and deficits shown for those localities, if any, have no practical effect.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The attached resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

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MONTGOMERY COUNTY
PUBLIC SCHOOLS
HIGH SCHOOL CLUSTERS



Source: Montgomery County Public Schools

ELEMENTARY SCHOOLS BY CLUSTER

Table 3

Comparison of 2000 MCPS Projected Elementary School Enrollment to 110% of 2000 Program Capacity

Enrollment

School Policy Areas (High School Cluster)	September 2000 Enrollment Projected by MCPS (as of 6/96)
Bethesda-Chevy Chase	2,966
Blair	5,406
Churchill	2,334
Damascus	2,852
Einstein	3,009
Gallthersburg	3,965
Walter Johnson	2,673
Kennedy	2,655
Magruder	3,379
R. Montgomery	2,117
Paint Branch	3,760
Poolesville	844
Quince Orchard	3,521
Rockville	2,199
Seneca Valley	5,522
Sherwood	3,256
Springbrook	3,922
Watkins Mill	3,088
Wheaton	2,677
Whitman	2,032
Wootton	2,912
Total	65,107

Capacity

100% of Program Capacity With MCPS FY97-02 CIP	Capacity Available or (Deficit)
3,040	74
4,977	(429)
2,449	115
3,185	333
3,073	64
4,110	125
2,683	10
2,712	57
3,499	120
2,854	337
3,779	19
851	7
3,906	385
2,627	428
5,109	(413)
2,818	(438)
4,146	224
3,155	69
2,657	(20)
2,087	55
3,101	189
66,418	1,311

AGP Test

110% of Program Capacity With MCPS FY97-02 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment Is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
3,344	378	---	Adequate
5,475	69	---	Adequate
2,694	360	---	Adequate
3,504	652	---	Adequate
3,380	371	---	Adequate
4,521	536	---	Adequate
2,951	278	---	Adequate
2,983	328	---	Adequate
3,849	470	---	Adequate
2,699	562	---	Adequate
4,157	397	---	Adequate
936	92	---	Adequate
4,297	776	---	Adequate
2,890	691	---	Adequate
5,620	98	---	Adequate
6,100	(158)	Springbrook (639)	Adequate
4,561	639	---	Adequate
3,473	365	---	Adequate
2,923	246	---	Adequate
2,295	204	---	Adequate
3,411	499	---	Adequate
73,060	7,953	---	

MIDDLE SCHOOLS BY CLUSTER

Table 4

Comparison of 2000 MCPS Projected Middle School Enrollment to 110% of 2000 Program Capacity

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Enrollment		Capacity		AGP Test	
School Policy Areas (High School Cluster)	September 2000 Enrollment Projected by MCPS (as of 6/96)	100% of Program Capacity with MCPS FY97-02 CIP	Capacity Available or Percent of Deficit	110% of of Program Capacity with MCPS FY97-02 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?
Bethesda-Chevy Chase	1,023	950	(73)	1,045	22
Blair	2,704	2,742	38	3,016	312
Churchill	1,343	1,182	(161)	1,300	(43)
Damascus	1,433	1,263	(170)	1,389	(44)
Einstein	1,190	1,151	(39)	1,266	76
Gaithersburg	1,715	2,134	419	2,347	622
Walter Johnson	1,341	1,550	209	1,705	364
Kennedy	1,326	1,587	261	1,746	420
Magruder	1,665	1,678	13	1,846	181
R. Montgomery	960	1,068	98	1,164	204
Paint Branch	1,889	1,700	(189)	1,870	(19)
Poolesville	400	450	50	1,495	95
Quince Orchard	1,749	1,774	25	1,951	202
Rockville	997	942	(55)	1,036	39
Seneca Valley	2,209	1,963	(246)	2,159	(50)
Sherwood	1,517	1,839	322	2,023	506
Springbrook	1,782	1,922	140	2,114	332
Watkins Mill	1,624	1,675	51	1,843	219
Wheaton	1,146	1,055	(91)	1,161	15
Whitman	1,209	1,135	(74)	1,249	40
Wootton	1,326	1,258	(68)	1,384	58
Total	30,548	31,008	460	34,109	3,561

Enrollment Projections by Montgomery County Public Schools, June 1996.

Cluster capacity based upon MCPS Approved FY97-02 CIP.

Enrollment and capacity of Cabin John Middle School are split 50/50 between the Churchill and Wootton clusters.

HIGH SCHOOLS BY CLUSTER

Table 5

Comparison of 2001 MCPS Projected High School Enrollment to 110% of 2001 Program Capacity

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 2000 Enrollment Projected by MCPS (as of 11/96)	100% of Program Capacity with MCPS FY98-03 CIP	Capacity Available or (Deficit)	110% of Program Capacity with MCPS FY98-03 CIP	AGP Test 1: What Is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment Is More than 110% of Capacity, What Is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
Bethesda-Chevy Chase	1,423	1,517	94	1,669	246	---	Adequate
Blair	2,897	2,800	(97)	3,080	183	---	Adequate
Churchill	1,711	1,730	19	1,903	192	---	Adequate
Damascus	1,752	1,679	(73)	1,737	(15)	Seneca Valley (235)	Adequate
Einstein	1,449	1,550	101	1,705	256	---	Adequate
Gaithersburg	2,128	1,890	(238)	2,029	(49)	Magnuder (330)	Adequate
Walter Johnson	1,665	1,480	(185)	1,628	(37)	Bethesda-Chevy Chase (246)	Adequate
Kennedy	1,691	1,620	(71)	1,782	91	---	Adequate
Magruder	1,903	2,030	127	2,233	330	---	Adequate
P. Montgomery	1,675	1,540	(135)	1,694	19	---	Adequate
Paint Branch	2,104	2,227	123	2,450	346	---	Adequate
Poolesville	729	878	149	966	237	---	Adequate
Quince Orchard	2,304	2,447	143	2,692	388	---	Adequate
Rockville	1,174	1,262	88	1,368	214	---	Adequate
Seneca Valley	2,208	2,221	13	2,443	235	---	Adequate
Sherwood	1,964	2,010	46	2,211	247	---	Adequate
Springbrook	2,301	2,489	188	2,738	437	---	Adequate
Watkins Mill	1,958	1,791	(167)	1,970	12	---	Adequate
Wheaton	1,271	1,214	(57)	1,335	64	---	Adequate
Willowmorton	1,804	1,814	10	1,995	191	---	Adequate
Wootton	1,794	1,558	(236)	1,714	(80)	Quince Orchard (388)	Adequate
Total	37,905	37,647	(258)	41,412	3,507	---	

Enrollment projections by Montgomery County Public Schools, November 1996.
Cluster Capacity based upon MCPS Requested FY98-03 CIP.

Table 6

**Factors Used in Calculating the
Total Transportation Level of Service (TTLOS)**

Including Transit Accessibility and Automobile Level of Service

POLICY AREA	Transit			Automobile			TTLOS = (A)*(B)+(D)*(E)
	Mode Share (A)	RTA Index (B)	LOS (C)	Mode Share (D)	ACI Standard (E)	LOS (F)	
Aspen Hill	0.11	0.38	B	0.89	0.61	C	0.585
Bethesda/Chevy Chase	0.23	0.10	A	0.77	0.73	D	0.585
Clarksburg	0.04	0.98	E	0.96	0.57	C	0.585
Cloverly	0.06	0.83	D	0.94	0.57	C	0.585
Damascus	0.07	0.96	E	0.93	0.56	C	0.585
Derwood	0.17	0.65	C	0.83	0.57	C	0.585
Fairland/White Oak	0.14	0.55	C	0.86	0.59	C	0.585
Gaithersburg City	0.16	0.70	D	0.84	0.56	C	0.585
Germantown East	0.07	0.81	D	0.93	0.57	C	0.585
Germantown West	0.12	0.82	D	0.88	0.55	C	0.585
Kensington/Wheaton	0.17	0.09	A	0.83	0.69	D	0.585
Montgomery Village/Airpark	0.14	0.76	D	0.86	0.56	C	0.585
North Bethesda	0.24	0.31	B	0.76	0.67	D	0.585
North Potomac	0.07	0.81	D	0.93	0.57	C	0.585
Olney	0.06	0.72	D	0.94	0.58	C	0.585
Potomac	0.08	0.73	D	0.92	0.57	C	0.585
R & D Village	0.15	0.70	D	0.85	0.57	C	0.585
Rockville City	0.14	0.43	B	0.86	0.61	C	0.585
Silver Spring/Takoma Park	0.37	0.00	A	0.63	0.93	E	0.585

NOTES:

1. BETHESDA/CHEVY CHASE includes BETHESDA CBD.
2. NORTH BETHESDA includes WHITE FLINT, GROSVENOR, and TWINBROOK.
3. KENSINGTON/WHEATON includes WHEATON CBD.
4. SILVER SPRING/TAKOMA PARK includes SILVER SPRING CBD.
5. GERMANTOWN WEST includes GERMANTOWN TOWN CENTER.
- 5a. DERWOOD includes SHADY GROVE
6. column (A): Transit mode share and auto-mode share, added together, always equal 1. Transit mode share is 1-auto mode share.
7. column (B) is Regional Transit Accessibility (RTA), an index of a policy area's transit accessibility. The scale goes from zero to one, but is inverted: the policy area with a value of zero (Silver Spring/Takoma Park) is the one with the highest regional transit accessibility.
8. column (C) shows Transit LOS (letter grade). "Transit" includes walking and biking.
9. column (D) shows resident automobile mode share from the 1990 Census Update.
10. column (E) is the Average Congestion Index (ACI) standard for automobile level of service in the policy area.
11. column (F) shows the automobile LOS (letter grade) that results from this system.

**Local Area Transportation Review
Congestion Standards by Policy Area**

Table 7

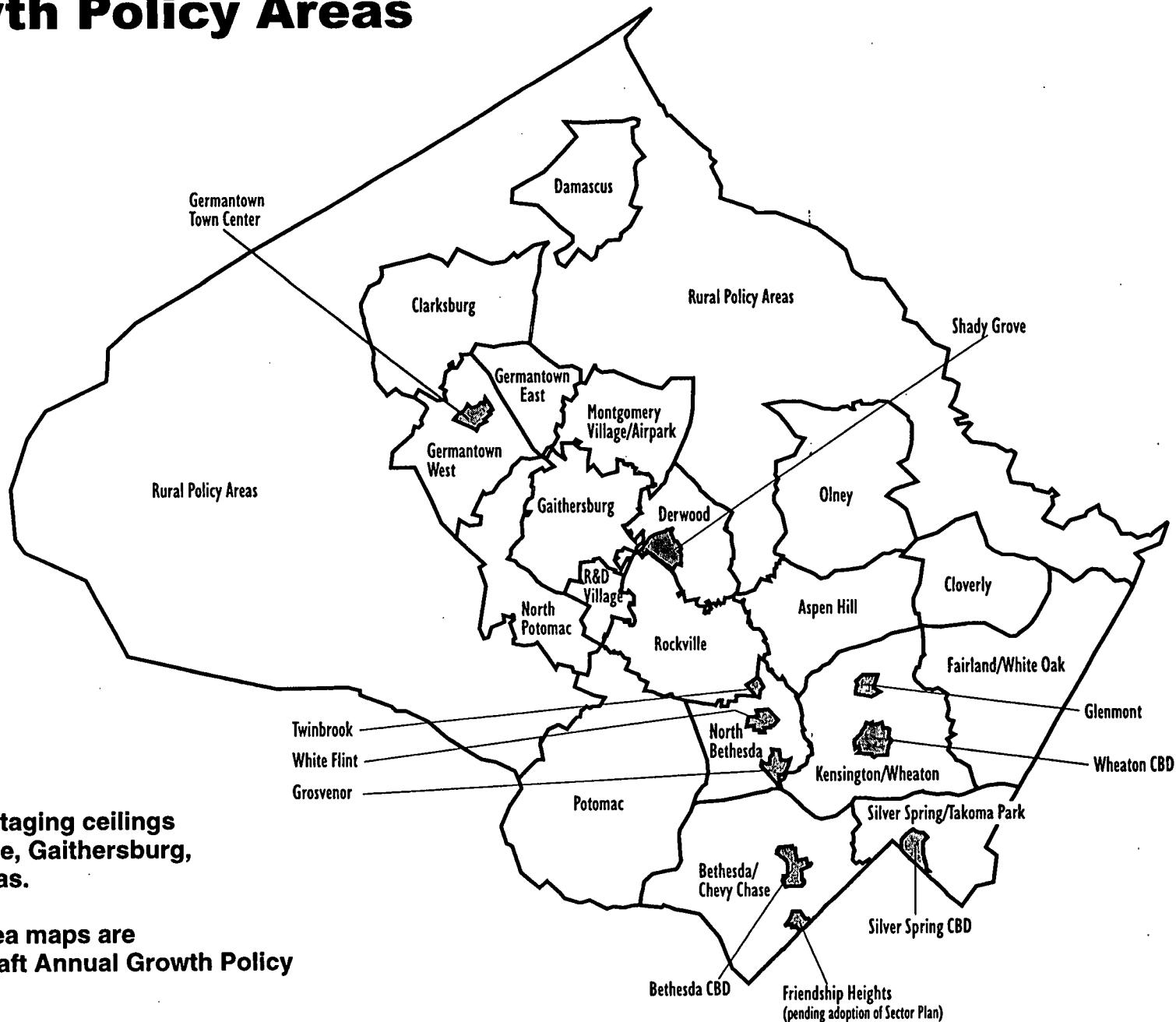
Critical Lane Volume Standard	Policy Area
1450	Rural areas
1500	Clarksburg Damascus Germantown East Germantown Town Center Germantown West Montgomery Village/Airpark
1525	Cloverly Derwood North Potomac Olney Potomac R & D Village
1550	Aspen Hill Fairland/White Oak
1600	North Bethesda
1650	Bethesda/Chevy Chase Kensington/Wheaton Silver Spring/Takoma Park
1800	Bethesda CBD Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint

Notes

Rural areas are: Damestown/Travilah, Goshen, Patuxent, Poolesville, and Rock Creek.

Potomac, R & D Village, Friendship Heights CBD and Silver Spring CBD have special LATR rules identified in their master plans or in the Annual Growth Policy.

Montgomery County Annual Growth Policy Areas



Annual Growth Policy staging ceilings
do not apply in Rockville, Gaithersburg,
and the rural policy areas.

More detailed policy area maps are
included in the Final Draft Annual Growth Policy
Ceiling Element

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